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# Navy News

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No. 130 APRIL, 1965

Published first Thursday of the month

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## Big grants to encourage re-engaging SHORTAGE OF ARTIFICERS

OF recent years the re-engagement rate in the Royal Navy has dropped from an average, over all branches, of 65 per cent. in 1959 to around 40 per cent. today, and in order to encourage ratings to re-engage to complete time for pension, the Admiralty Board announced last month that large grants would be paid to certain ranks in certain categories—10 per cent. to be paid on signing the re-engagement and the balance as soon as the actual engagement commenced. The grants are taxable.

In the Commons the Under-Secretary of State for Defence for the Royal Navy (Mr. J. P. W. Mallalieu) stated that although shortage in some branches were serious they were not fatal. There is a shortage of about 15 per cent. in Electrical Artificers and Leading Radio Mechanics. Shortage of Ordnance and Weapon Artificers was running at about 5 per cent.

The grants, and the categories in which they are payable, are:

£750—Chief and 1st and 2nd Class Electrical Artificers (G.S.); Chief and 1st and 2nd Class Ordnance Artificers; Chief and 1st and 2nd Class Radio Electrical Artificers; Chief and 1st and 2nd Class Control Artificers (W); Chief, 1st, 2nd and 3rd Class Electrical Mechanics (G.S.); Chief, 1st, 2nd and 3rd Class Radio Electrical Mechanics (G.S.); Chief, 1st, 2nd and 3rd Weapon Mechanics; Chief and Petty Officer Electricians and Leading Electrical Mechanics (G.S.); Chief and P.O. Radio Electrical Mechanics and leading Radio Mechanic (G.S.).

£375—Chief, 1st and 2nd Class Engine Room Artificer; Chief, 1st, 2nd and 3rd Class Mechanics.

Able Seamen ratings of any of the above categories who are qualified in every respect for advancement to the Leading Rate are also eligible.

Ratings who are already entitled to the old tax-free bounty will have to refund any amount in respect of that bounty before receiving the new re-engagement grant. It is not permissible to receive both grant and bounty.

### 'MONEY FOR JAM'

The news of re-engagement grants received a somewhat cool reception in the House of Commons and those in the Service are not too keen about the grants. A Leading Radio Mechanic (who would receive £750) told our reporter: "The grant will not affect my decision." A Petty Officer Electrician said: "This is money for jam. I was going to re-engage in any case."

A Leading Stores Assistant, when told he was not affected by the present scheme, said: "If they do it for one, they ought, and must do it for others." A Leading Seaman (outside the present scheme) said: "If I've made up

my mind to leave, a bounty, however large, will not make me change my mind."

Another rating stated: "If I was debating whether or not to sign on, I would refuse to do so unless I was able to get what is being given to a messmate, of another branch, who is going to get a lump sum."

Mr. Mallalieu said in the Commons that he was not entirely happy about the arrangement, but at the moment it seems the best way to use the money available.

The re-engagement grant conditions can be applied to branches other than those mentioned above in the light of requirements, but once a rating has signed to complete time for pension, he will be paid the appropriate amount, even if, at the time of commencing his final engagement, the conditions may have altered.

## Special Supplement H.M.S. HERON

R.N. AIR STATION, YEOVILTON  
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## SEVEN DESTROYERS AMONG 44 SHIPS ORDERED TO BE SCRAPPED

THE Navy Minister, Mr. Christopher Mayhew, in reply to a Parliamentary question, stated on March 22 that 44 warships were approved for scrapping in 1964-65.

The list includes seven destroyers—Armada, Barfleur, Chequers, Chevrin, Dunkirk, Finisterre and Lagos. These were laid down between 1942 and 1944. The eight frigates, Orwell, Petard, Rocket, Roebuck, Tuscan, Tumult, Undine and Venus, are included. They were laid down between 1939 (Petard) and 1943 (Undine).

Oldest ship in the 44 is the Ausonia, the heavy repair ship, which was launched in 1921. Three survey vessels are included, Shackleton (1936), Cook (1944) and Scott (1937).

Two submarines are included—Aurochs, laid down in 1944 and the fast experimental submarine Excalibur, laid down in 1954. Seven ocean minesweepers are in the list—Espiegle, Pluto, Mutine, Circe, Niger, Recruit and Waterwitch. These were laid down between 1941 and 1944.

H.M.S. Surprise, the Mediterranean despatch vessel, laid down in 1944, is another vessel of the 44, and among



H.M.S. Albion with helicopters of No. 848 R.N. Air Squadron returning from a practice assault. Inset—Capt. J. H. Adams, M.V.O., R.N., the ship's commanding officer

## Albion—the Grey Ghost—sails East

H.M.S. Albion (Capt. J. H. Adams, M.V.O., R.N.), sailed from Portsmouth on March 12 for her second foreign service commission as a Commando ship. She is expected to join H.M.S. Bulwark on the Far East Station later this year.

As Albion proceeded down Channel her helicopters of No. 848 Squadron (Lieut.-Cdr. G. A. Andrews, R.N.) flew on board. The squadron's aircraft are Westland Wessex Mark 5, the Navy's latest helicopter, powered by two Bristol Siddeley Gnome gas-turbine engines which make it superior

to any helicopter previously in service in the Commando role.

Also on board are two Sioux helicopters of 41 Commando Air Troop.

### COMMANDO SHIP'S TASK

H.M.S. Albion's task is to embark a Royal Marine Commando (or Infantry Battalion) whenever required and to transport it to any trouble spot that may develop. On arrival she would use her helicopters to launch an assault, with the advantages of speed, mobility and surprise that these aircraft confer.

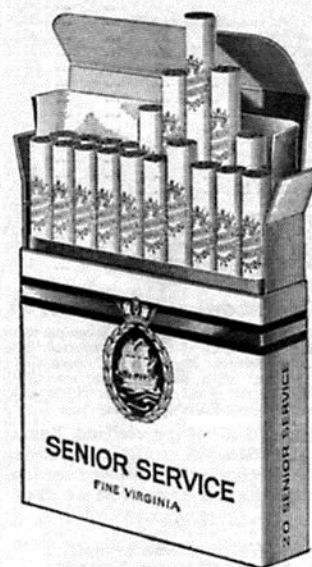
After the assault Albion can remain

in the area acting as support ship for the unit ashore, supplying it with all the stores, ammunition, food and water it requires, and providing rest and hospital facilities for tired and wounded troops.

By virtue of her equipment and design H.M.S. Albion can also provide powerful assistance when earthquake, flood or other civil disaster strikes.

In the 18 months of her last commission, which ended at Portsmouth in April last year, H.M.S. Albion sailed over 85,000 miles and, because of her frequent appearance off the coast of Malaysian Borneo, generally arriving at first light, she assumed a phantom-like quality which led to her being known as "The old grey ghost of the Borneo Coast."

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### NAVY AND AIR DAYS

IT has been announced that Navy Days this year will be held as follows: Rosyth, June 5 and 6; Portland, July 17 and 18; Plymouth and Portsmouth, August 28, 29 and 30. Air Days arranged are: Yeovilton, July 3; Lossiemouth and Culdrose, July 24; Arbroath, July 23 and 24; Lee-on-Solent and Brawdy, July 31.



## Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.)  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 22351 (Ext. 72194)

**RE-ENGAGEMENT** is a problem whichever way it is looked at. The Admiralty, having trained a man to undertake responsible work is, naturally, anxious that he should re-engage to complete the requisite period to qualify for pension so that he can carry on with his important work, and to train newcomers.

A man who probably entered the Service unencumbered, has, during his first nine or 12 years in the Navy, got married and possibly has children. His wife, quite naturally, would, in many cases, like the man to leave the Service and settle down to a job where he can be at home and help her to bring up the family.

Cold logic comes down on the side of re-engaging. Having "given" the Service 12 years a man could quite wisely say to himself: "The more years and the pension I would get is equivalent to saving a very large sum of money in those 10 years—a sum almost unobtainable in that period outside."

But cold logic does not always count with a wife, whose heart, we are told, rules her head—she wants a man about the house.

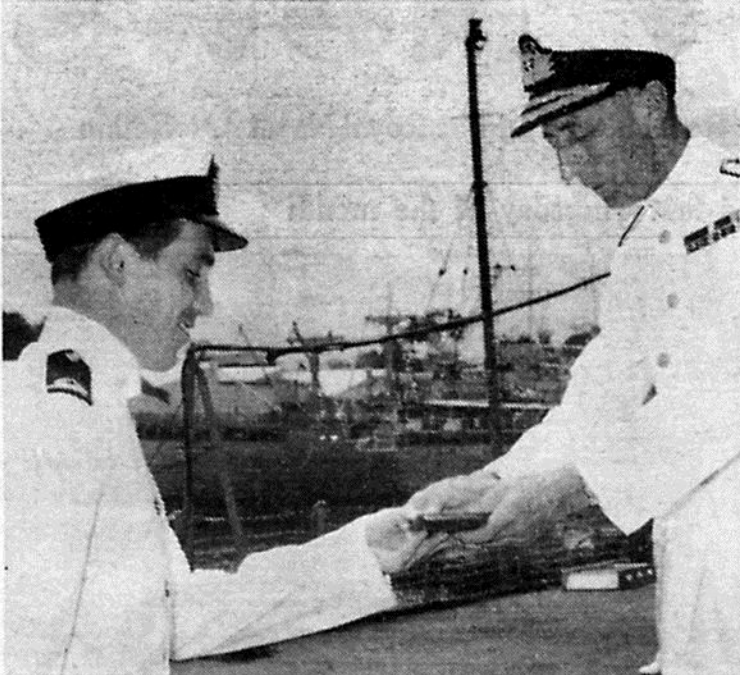
So there comes a tug-of-war between the Admiralty and the wife. On its part the Admiralty has—it is generally agreed—provided a reasonable rate of pay, is making available more married quarters and is genuinely concerned to alleviate, whenever possible, drafting problems, and now has come up with the scheme mentioned on page 1 to pay large sums to men of certain categories who re-engage.

Will this scheme have the desired effect? Psychologically it seems unsound. Perhaps it will encourage those who are affected, but it does seem possible that it will have an adverse effect in those branches which are not to receive any grant for re-engaging.

And so—it's back to the tug-of-war. Can the Admiralty devise a scheme which will make a woman's head rule her heart? The Under-Secretary of State for Defence for the Royal Navy (Mr. J. P. W. Mallalieu) is not very happy about the new scheme, but desperate ills require desperate remedies. "At the moment," he said, "this arrangement seems the most effective way to use the money which we will have available."

Senior ratings feel that the biggest incentive to re-engagement is a larger pension. This would cost more, no doubt, than the new bounty scheme, but would it help to sway the lady of the house?

## MAKING A HABIT OF IT



Sub-Lieutenant Richard Cobbold, whose father is a Maths and Mechanics Lecturer at Britannia Royal Naval College, Dartmouth, was presented with the Queen's Gold Medal by Vice-Admiral Sir Frank Twiss (Commander, Far East Fleet), on board H.M.S. Kent in Singapore recently. S/Lt. Cobbold, who was born at Dartmouth in 1942, was awarded the Medal for obtaining the best results in the Navy among Sub-Lieuts. of the Seamen or Supply branches during the third and fourth years of training. He had previously been awarded the Gedge Medal for attaining the highest marks on courses for Supply and Secretariat Officers, and just over a year ago won the Robert Roxborough Prize for passing out top at Dartmouth College



H.M.S. Kent, the guided-missile destroyer, 6,200 tons (full load), built at Belfast, which is due to recommission on September 9 for a General Service Commission on the Home and East of Suez stations

## DRAFTING FORECAST

THE following ships are expected to commission or recommission during the next twelve months. It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

700 Bravo Squadron. April 7, at R.N. Air Station, Lossiemouth, Buccaneers.  
H.M.S. Berwick (A./S. Frigate). April 8, at Portsmouth. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Portsmouth.  
H.M.S. Dido (A./S. Frigate). April 8, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Chatham.  
H.M.S. Burnaston (C.M.S.). Mid-April. Steam to Aden where Appleton's crew transfer. Foreign Service (Middle East). (E).  
H.M.S. Highburton (C.M.S.). April 22 at Chatham. Home Sea Service. Crew rejoin ex Calton. U.K. Base Port, Portland.  
H.M.S. Blackwood (A./S. Frigate). May 20 at Rosyth for trials. Commissions July 29 for Home Sea Service (Captain Fishery Protection Squadron). U.K. Base Port, Rosyth.  
H.M.S. Bastion (L.C.T.). June 1, at Bahrain. Foreign Service (Middle East). Amphibious Base Port, Rosyth (F).  
H.M.S. Mohawk (G.P. Frigate). June 3, at Rosyth. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron, U.K. Base Port, Rosyth (B).  
H.M.S. Ulster (A./S. Frigate). June 18 at Devonport for trials. Home Sea Service August 13, 17th Frigate Squadron, vice Wizard. U.K. Base Port, Portsmouth.  
H.M.S. Lynx (A./A. Frigate). June 24, at Portsmouth. General Service Commission. Home/South Atlantic and South America/ Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Portsmouth.  
H.M.S. Caprice (Destroyer). End of June, at Rosyth for trials. To Reserve on completion (under consideration).  
H.M.S. Bechampton (C.M.S.). July 1, at Portsmouth. Foreign Service (Middle East). 9th M.S. Squadron vice Flockton. (E).  
H.M.S. Hartland Point (Escort Maintenance Ship). July 2 at Rosyth. To refit/trials crew.  
H.M.S. Lincoln (A./D. Frigate). July 13, at Singapore. Foreign Service (East of Suez). (Phased.) 24th Escort Squadron. (A).  
H.M.S. Ajax (A./S. Frigate). July 13, at Singapore. Foreign Service (East of Suez). (Phased.) Capt. (D). 24th Escort Squadron December. (C).  
H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron. July 23, at Gibraltar. Foreign Service (Middle East) Amphibious Warfare Squadron. (B).  
No. 829 Squadron (Arresting Flight). July (tentative date), at R.N. Air Station, Culdroe. Foreign Service (East of Suez). Wasp.

## A 'SMASHING' UNIFORM—SO ARE THE HATS!

SIR.—When the average male starts talking about women's hats, he usually talks through his own, and Members of Parliament can claim no exemption on this point.

My morning paper had a headline recently—"Minister wants nicer hat for Wrens," and referred to a discussion in the House regarding Wrens' uniform. The Under-Secretary for Defence (Navy), Mr. Mallalieu (is he married?), in answer to a suggestion by Mr. Hay, M.P., that Wrens should have a more attractive uniform said: "I rather agree about the hats not being particularly attractive. But the rest of the uniform, I think, is absolutely

smashing. The Wrens look far out and away the best of all the three Services. We might well have a look at the hats."

Who chooses Mrs. Mallalieu's hats (if he is married)? Have those who have to wear the hats been asked for their opinion? Recently, maybe unknown to Mr. Mallalieu, Wrens were issued with a new-style hat. These are very high at the front like the sailors' caps, but they dip at the back and they always remind me of a Nazi cap without the peak.

What is wrong with the old ones? We are not looking for Paris creations, but we do want to retain our femininity. The old ones are very feminine, far more so than the new ones, and after all, we are still women even though we are in uniform. The new ones are not liked, and many of the Wrens I have spoken to tell me they are uncomfortable. I wouldn't know—I've never worn mine long enough to find out!

The "rig" itself is very smart and since black seamless stockings were introduced recently, the uniform has been given a "Mod" look. This innovation was greeted with enthusiasm by the Wrens, as any woman will tell you seams are nothing but a nuisance first thing in the morning.

Please let us keep the old hats—we like them, the men like them, so why change?—JENNY WREN. (Name and address supplied to the Editor.)



The "cute" hat which "Jenny Wren" wants to keep

## Nearly 200 years' service

SIR.—It was most interesting to read the article in the March issue of the Cole Brothers. May I say that in our family of nine sons, all have served in the Royal Navy—also father.

Our service is—Dad, 24 years, pensioner, C.P.O. Cox'n., Joe, 24 years; Pensioner C.P.O. Cox'n., Wally, 24 years; Pensioner C.P.O. Wtr., Terry, 12 years. L.Tel. killed on active service. Awarded D.S.M. and Bar, Leo, 14½ years, E.R.A., Bill, 14½ years, E.R.A., George, 12 years, L.Tel., Rodney, 18 years, E.R.A. still serving, Jack, 10 years, L.Tel., Eddy, 14 years, Sy.C.P.O. My son is in his second year as a Supt. App.

Terry, Leo, Bill, George and Jack were also at the Royal Hospital School, serving at least 3½ years each. Thus, the three generations cover a total of 195½ years.—Yours, etc., J. C. CRUMMEY, Brauton, N. Devon.

## MAIL DELAY CAUSE OF DISCONTENT

SIR.—Could you tell me why the mail situation to H.M. Ships is so disgusting since the address has been B.F.P.O. Ships? My son is serving in the Royal Marines on board H.M.S. Lion and the ship arrived in Portsmouth from Gambia on February 26, to find almost three weeks' mail waiting for those on board.

Ships' companies look forward to mail and it is very disheartening to write two or three times a week when they do not receive the letters. Apart from the fact that these may be important business letters which require prompt attention it seems a disgusting state of affairs when all we hear is—"Someone, somewhere is waiting for a letter from you!"

I also have a son in H.M.S. Lowestoft and he doesn't receive mail very promptly either. Can nothing be done to correct the muddle and see the lads get the letters they so look forward too?—MOTHER. (Name and address supplied to the Editor.)

(The commanding officer, H.M.S. Lion, is also concerned with the delay which occurred and has taken steps to try to ascertain the reason.—Ed.)

(Continued on page 5)

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# Over 66,000 miles—but end of commission near

**H.M.S. LYNX**, the "Leopard" class Anti-aircraft frigate, was launched at Clydebank in 1955 by H.R.H. The Princess Royal, and first commissioned in 1957. She is designed for the anti-aircraft and anti-submarine protection of a convoy, and will also serve as a medium type of destroyer in offensive operations.

Of 2,520 tons (full load), the Lynx is 340 feet in length and has two twin 4.5 inch power operated turrets, long range radar and a three-barrelled anti-submarine mortar. Her main engines are eight diesels, which give her a considerable operational range.

Complement is 14 officers and 204 men and her commanding officer is Captain P. G. R. Mitchell, M.V.O., R.N.

The frigate is now on her fourth commission and returned in December, 1964, from an 11-month foreign leg on the South Atlantic and South America Station, during which she steamed some 66,000 miles.

The foreign leg took in the west coast of Africa and the east coast up to Mombasa, and included two trips to St. Helena and a trip round South America with the Special Squadron which visited the sub-continent at the end of last year.

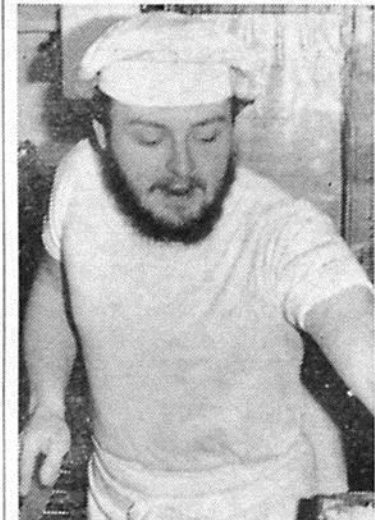
The present commission is expected to end on June 24 this year, when Lynx will recommission and will, it is thought, go back to the South Atlantic and South America Station for, at least, part of a General Service Commission.

H.M.S. Lynx is at present on a last home leg of the commission, taking part in A/S and submarine exercises in Home Waters, but she is to visit Denmark, Amsterdam and Calais before she eventually pays off.

The Coxswain of H.M.S. Lynx is C.P.O. Clifford James Cowdry, born

in Lavington, Devizes in 1931. He joined the Royal Navy in 1947 as a Boy Seaman, 2nd Class, and has seen service in Wrangler in the Home Fleet, St. Brides Bay in the Mediterranean and the Far East, Chieftain and Ranpura in the Mediterranean, Bildeston and Dalswinton in Scotland and Bermuda, Chaplet, Ulysses and Venus in the Home Fleet before joining H.M.S. Lynx.

The Chief Gunnery Instructor is C.P.O. Charles Gordon Hefford, born in St. John, Channel Islands, in 1927. He joined as a Boy Second Class in 1943 and has served in Bellona, Troubridge, Vengeance, Superb Finisterre, Tyrian, Grenville and, of course, Excellent. He was second trainer of the Chatham Field Gun



L.Ck. J. Weaver



Capt. P. G. R. Mitchell, R.N.

Crew in 1958 and First Trainer for the 1959 crew.

A born comic with a Lancashire native wit and a most popular member of the galley staff is Ldg. Ck.(S) John ("Seth") Weaver, who was born at Middleton in 1938 and joined the Service in 1954, serving in Ark Royal, Venus and Vigilant before joining H.M.S. Lynx. A talented artist he has decorated his Mess with landscapes and being called upon for "tiddly" work for boats' badges, etc. He takes a pride in cooking for children's parties and his efforts have been applauded for Cap Verde Islands to the Falklands, and from Sierra Leone to Venezuela.

"Seth" is the ship's bird fancier. He filled the forward Messdeck with Java Sparrows, Zebra Finches, Canaries, Saffron Finches, St. Helena Waxbills, and Grey Singing Finches.

## ACCIDENT PRONE?

Rumour has it that A.B. Anthony John ("Alfie") Hawes, who was born at Maidenhead in 1946, and who joined the Service in 1962, his first ship being H.M.S. Lynx, is to write a book—"The Sick Bay—Its role on the South Atlantic and South American Station." "Alfie" spent a large part of his time in Lynx in the Sick Bay. At Durban he was enjoying himself on a trampoline but while executing a triple somersault, he almost severed his tongue, spending six weeks speechless in the Sick Bay. In Venezuela "Alfie" was seeing the sights of Caracas on a coach tour, when the brakes failed as the coach was descending a mountain pass. Not liking a sheer drop, the driver steered his coach into the mountainside. "Alfie,"



A.B. A. J. Hawes

resting his weary head on his arms in the front seat, found himself resting his arms on the mountainside and had to have 104 stitches in one arm, and another long period in Sick Bay. He became so attached to his home-from-home that he returned for a quick week of tonsillitis in December, 1964, cunningly recovering in time for his return to the United Kingdom.

## SHIPS OF THE ROYAL NAVY

POSTCARDS photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R. N. Barracks, Portsmouth, price 6d. each which includes postage. Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Darina, Cheyren, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle, Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armanda, Yarmouth, Lion, Harland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Achernon, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A., Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Ajax, Devonshire, Lowestoft, Kent, Hardy, Dreadnought, and Eagle (modernised).

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## SHIPS OF THE ROYAL NAVY

No. 113 - H.M.S. LYNX

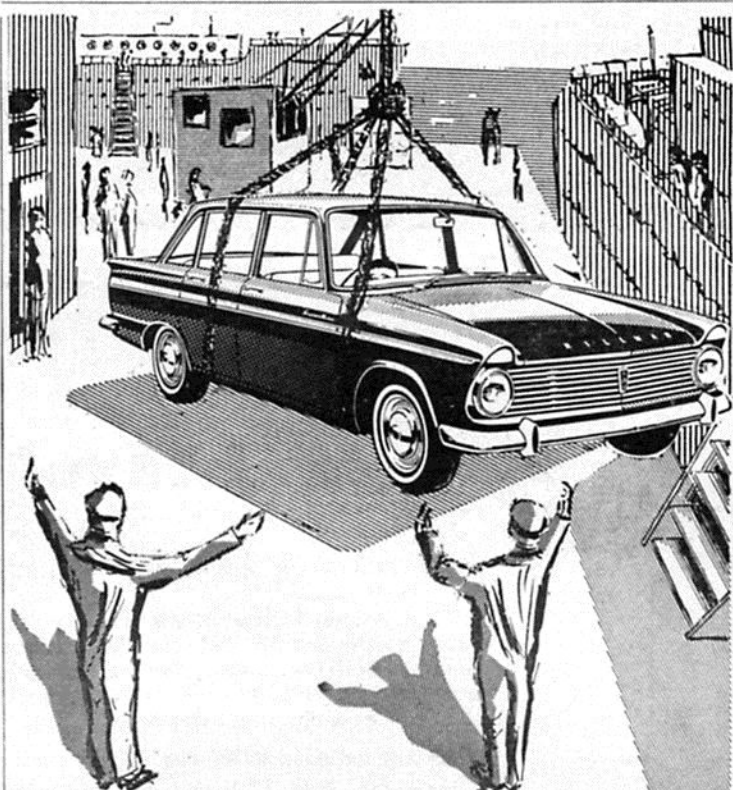
The Editor, "Navy News," R.N. Barracks, Portsmouth:  
Please forward one postcard of H.M.S. Hardy, as reproduced at the top of this page, for which I attach a stamp value 2½d. (Use block letters please.)

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YOUR ROOTES MAIN DEALERS





The Mayor of Haverfordwest (Ald. J. A. Harries) admiring the child of Naval Air Mechanic and Mrs. M. T. Saunders after the opening of the block of flats. Left to right: the Mayor, Mrs. Saunders, N. A. M. Saunders and baby, and Mrs. J. A. Harries, the Mayoress



The first of the blocks of flats for R.N. Air Station Brawdy. The block on the right has now been occupied and other blocks will be completed and furnished at monthly intervals

## Heating of Brawdy's flats 'An outstanding amenity'

### FIRST BLOCK OF £327,868 PROJECT OCCUPIED

THE first block of flats to be completed in Goshawk Road, R.N. Air Station Brawdy's new Married Quarters Estate on St. David's Road, Haverfordwest, was opened by the Mayor of Haverfordwest (Alderman J. A. Harries) on March 12, in the presence of the Commanding Officer of the Air Station, Capt. P. M. Austin, R.N., and officials of the Ministry of Public Building and Works, Contractors' representatives and Borough Council officials.

Additional blocks of flats will be completed and furnished at about monthly intervals. The flats in the completed block were occupied immediately after the opening ceremony by L.A. G. Narraway, N.A.M. M. T. Saunders, R.E.M. (A) G. M. Calvert, E.M. (A) J. F. Farrell, L.A. T. A. Tickner and A.A. R. F. Headworth.

Phase I (of which the completed block is part) comprises 86 two-bedroomed flats in 15 blocks made up of 11 blocks of six flats and four blocks of five flats, and 32 crosswall construction three-bedroom houses in terraces of four and six houses. This phase, the contract for which is worth

£327,868, is due for completion in April, 1966, but will be "overlapped" by the second phase, consisting of 102 flats and 38 houses of similar construction, due to be started this month for completion in two-and-a-half years' time.

Running concurrently is a project for 38 officers' houses.

#### MODERN AMENITIES

The flats are of compact design containing kitchen/dining area, lounge, two bedrooms and bathroom, and include amenities consistent with modern living standards, ideal for young married naval personnel. Storage space is provided in out-

buildings for perambulators, and communal dustbin store. There is a large clothes-drying area with modern circular rotary clothes dryers. The flats are heated by gas-fired warm air heaters. The estate will be landscaped on completion of the contract.

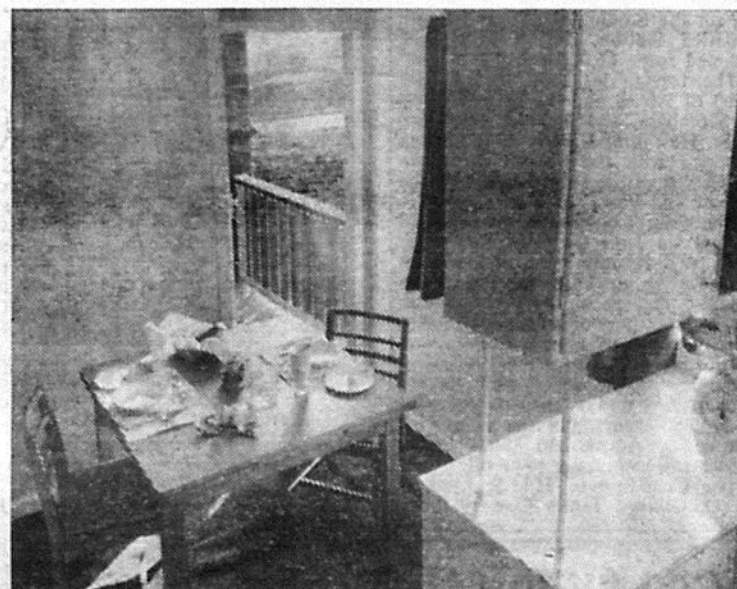
Some of the roads on the estate are being named after former ships of the Royal Navy which were built at Pembroke dock between 1804 and 1905, and include Falcon, Merlin, Goshawk, Harrier, Warrior, Vengeance, Colossus, and Perseus.

Naval Air Mechanic Saunders said "We find the flat very pleasant and well furnished, but the most outstanding amenity is the gas central heating. The arrangement of the rooms is excellent for cleaning as well as living in. There is just one thing we would have liked, and that is a door-bell, as we have difficulty in hearing anyone knocking, especially when the television is on."

Leading Airman Tickner remarked, "We think the flat is terrific, especially the gas heating, which is really good. My wife thinks the kitchen is really marvellous."

#### "JOINED SERVICE TOO EARLY"

Air Artificer Headworth said "I am more than delighted with my new



Interior of one of the new flats in the Married Quarters in Haverfordwest

flat. I wish my wife and I were 14 years younger and were just starting out in married life. When I think back to some of the hovels we have shared, I feel that I joined the Service much too early.

He went on to say "The gas-fired central heating is marvellous. It is so clean and convenient, having no ashes to remove or coal to carry, but I don't know yet what my heating bill is going to be."

The Artificer also made the following remarks which he emphasised were observation rather than criticisms. "I am surprised that the flats are fitted with electric cookers when the central heating is gas-fired." He spoke about condensation on the windows and wondered whether this was a feature of central heating. He felt, too, that it would take some time to get used to not having a fire, "the

(Continued on page 5, column 3)



## How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch? No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172\* a year when I retire from civilian work at 65.

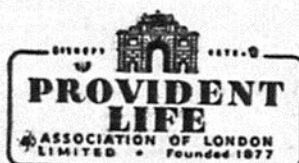
\*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



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Ord. Sea. G. Turvey, A.B. J. Kemp and Shpt. W. Susans, on board H.M.S. Ashanti

## 'COME TO LUNCH' SAID THE PRINCESS

**L**AND-LOCKED Northamptonshire can boast of three men on board the anti-submarine frigate, H.M.S. Ashanti (Cdr. J. Thackwell, R.N.) and for one of them, 18-year-old Ord. Sea. Graham Turvey, of Kettering, the ship's visit to Jeddah, the principal Saudi Arabia western seaboard port for the pilgrimages to Mecca, was the occasion for a real Arabian Night's adventure.

He was enjoying a walk through Jeddah's main shopping area when he was hailed by a passing motor car. The passenger was one of Arabia's Royal princesses, and she invited him to lunch and put at his disposal all the facilities of her private beach.

Ashanti is Graham's first ship as a Trained Man, and he is an R.P. rating.

Another Northants man in Ashanti is A.B. John Kemp, who joined the Royal Navy six years ago, and has served in H.M. Ships Apollo and Eastbourne in Home and Foreign waters. A keen boxer 23-year-old John has represented his three ships in a number of countries. John's wife lives at Burton Latimer.

The eldest of the Northants trio is Shipmate "Bill" Susans, who has completed 15 years' service, being presented with his Long Service and Good Conduct Medal recently while serving in Ashanti. A 22 marksman of no mean skill he has represented Nore Command and in his younger

days boxed and swam in ships' level competitions. He hails from Wollaston where he is well known in the local Working Men's Club.

It is interesting to note that Ashanti's visit to Jeddah coincided with the visit of H.R.H. Prince Philip, and was the first by a British man of war since 1952 when, on that occasion, the First Lieutenant of the visiting ship, H.M.S. Magpie, was the Duke of Edinburgh.

### Re-opening of Royal Sailors' Rest

Mrs. Christopher Mayhew, wife of the Minister of Defence for the Royal Navy, will unveil a plaque commemorating the re-opening of the modernised Royal Sailors' Rest, Edinburgh Road, Portsmouth, on April 9. The reconstruction has cost over £80,000, and the Portsmouth 'Aggie's' is now nothing less than a first-class hotel.

### G. T. Hewett & Son Ltd REQUIRED SMALL MILEAGE PRIVATELY OWNED CARS

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## DRAFTING FORECAST (cont'd)

(Continued from page 2)

H.M.S. Norton (M./H. Conversion), December at Portsmouth, Home Sea Service, 1st M./H. Squadron, U.K. Base Port, Rosyth.  
H.M.S. Llandaff (A./D. Frigate), December 16, at Devonport for Home Sea Service, Foreign Service (East of Suez) from date of sailing, 26th Escort Squadron, (A).  
H.M.S. Parapet (L.C.T.), December, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron, (F).  
H.M.S. Penelope (A./S. Frigate), December, at Devonport, L.R.P.  
H.M.S. Aurora (A./S. Frigate), January, 1966, General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, Divisional Leader 30th Escort Squadron, Transferred from 2nd Frigate Squadron, U.K. Base Port, Chatham (under consideration).  
H.M.S. Falmouth (A./S. Frigate), January 13, at Devonport, General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Devonport.  
H.M.S. Brighton (A./S. Frigate), January 13, at Chatham, General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Chatham.  
H.M.S. Fife (G.M. Destroyer), February 11, at Glasgow General Service Commission, Home/East of Suez, U.K. Base Port, Portsmouth.  
H.M.S. Dartington (C.M.S.), February, Transferred to 8th M.S. Squadron, (Lanton's crew transfer), Local Foreign Service (Far East), (E).  
H.M.S. Kirkcaldy (M./H. Conversion), February, at Rosyth, Foreign Service (Middle East), 9th Minesweeping Squadron, (Senior Officer when on station), (E).

H.M.S. Maxton (M./H. Conversion), February 25, at Devonport, Local Foreign Service (Far East), 6th Minesweeping Squadron, (E).  
H.M.S. Relentless (A./S. Frigate), March, at Devonport, General Service Commission, (Phased.) Home/W. Indies/Home/W. Indies, 8th Frigate Squadron, Transferred from 29th Escort Squadron, U.K. Base Port, Devonport.  
H.M.S. PuncHESTON (C.M.S.), March, Transfers to 8th M.S. Squadron, Peniston's crew transfer, Local Foreign Service (Far East), (E).  
H.M.S. Forth (S./M. Depot Ship), March, at Chatham, Home Sea Service, Capt. 3rd S./M. Squadron, U.K. Base Port, Rosyth.  
H.M.S. Malcolm (A./S. Frigate), March (Tentative date) at Rosyth, for trials, Home Sea Service, Commission date uncertain, Fishery Protection Squadron, U.K. Base Port, Rosyth.  
Notes: The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.  
As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.  
Ships in which Locally Entered Cooks (S), Cooks (O), or stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

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## 'We are the music-makers'



What a setting—beach, palm trees and music! Nothing, however, is perfect—for where are the dusky, sinuous maidens? Musicians of H.M.S. Bulwark's volunteer band get in some practice while relaxing on the beach at Pulau Tioman, an island off East Malaysia. Now turn to page 7 and see H.M.S. Relentless festooned with frozen spray.

### ROYAL YACHTSMEN TO HOLD REUNION

**T**HE past and present Royal Yachtsmen are to hold their 11th Reunion Dinner at the Royal Beach Hotel, Southsea on May 22, tickets, obtainable from the Hon. Secretary, W. Weaver, 36 Yarmouth Road, Cosham, or from C.E.R.A. G. Rolls, H.M. Yacht Britannia, being 18/6. Dress is lounge suit.

The Flag Officer Royal Yachts, Rear-Admiral P. J. Morgan, D.S.C., will be Chairman at the dinner.

Ex-Royal Yachtsmen and their wives have an opportunity to visit the Royal Yacht on the afternoon of May 22, between 1400 and 1600, and passes may be obtained from the Commander's Office, H.M. Yacht Britannia.

### WRENS HELP AT READING

**A** PETTY OFFICER WREN and 15 junior W.R.N.S. ratings from H.M.S. Dauntless at Burghfield, near Reading, took part in the parade through Reading to mark the beginning of the Sir Winston Churchill Memorial Appeal Fund.

The parade was headed by the Mayor of Reading and he was followed by members of the Armed Services. The Royal Navy was represented by the Field Gun crew from H.M.S. Ariel, Lee-on-Solent, and the Wrens followed in an open lorry which had been specially rigged for the occasion.

W.R.N.S. personnel from H.M.S. Dauntless also helped in the distribution of leaflets and collection of money in the Reading area in connection with the Appeal.

### BRAWDY FLATS

(Continued from page 4)

traditional focal point of a family lounge."

He also remarked "The walls of the lounge are very bare and there is nowhere, apparently, to hang pictures." The Air Artificer also spoke about the "excellently planned kitchen space, there may be some inconvenience to families with both washing machine and refrigerator."

When completed the new estate will go a long way towards solving the housing problems of the Air Station personnel, and will form an agreeable part of the development of Pembrokeshire's County Town, Haverfordwest.

H.M. Ships Tenby, Scarborough, Eastbourne and Torquay, the Dartmouth Training Squadron, with 200 cadets, start a nine-week training cruise in May, which will include visits to ports in Canada and the United States.

The Matron-in-Chief, Q.A.R.N.N.S., Miss J. M. Woodgate, C.B.E., R.R.C., Q.H.N.S., is to visit H.M.S. Pembroke on April 6.

### MEDALS FOR NAVY COOKS

**N**AVAL cooks have again been showing their prowess, not only among Service cooks but also in open competitions.

At the 5th Scottish Salon Culinaire and Catering Exhibition in Glasgow, naval cooks from Faslane and Rosyth came away with one gold, two silver, and two bronze medals and two certificates of merit. One of the silver medals was won in an open competition.

At the Bournemouth Food and Wine Festival naval cooks won two challenge trophies, eight gold, three silver and six bronze medals and there was one competitor who was highly commended.

Of the awards gained the two challenge trophies, three gold, two silver, five bronze medals and the highly commended certificate were obtained in the open classes.

In May there is to be a food exhibition at Torquay and naval cooks are hard at work in an endeavour to repeat these successes.

H.M.S. Dido recommissions at Chatham on April 23.

### Brawdy Wrens win Trophy

**T**HE W.R.N.S. unit at the R.N. Air Station, Brawdy, has won a trophy for the best collection of toys, donated to the Children and Families World Community Chest, an organisation which caters for war-disabled refugees and their families in need. With a collection of 15 home-made toys which ranged from dolls to fur-fabric rabbits, they won the 1964 Inter-Services Toy Competition run by the organisation.

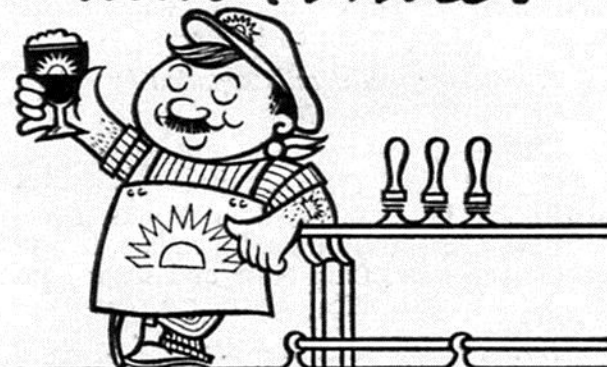
The toys were made for the Naval Air Command Handicrafts Exhibition held in H.M.S. Ariel in November, 1964. The makers, amongst them Chief Wrens Neil and Gould, P.O. Wrens Butler, Hume and Newman, and Head Naval Nursing Auxiliary Gosling, were asked if they would donate any of the toys to the World Community Chest. They had no knowledge of the competition until they heard that their toys had won a trophy.

On March 9, Second Officer Beryl Jones, W.R.N.S., received the trophy on behalf of the winning team from Lady Cynthia Colville at a reception dinner and ball in aid of the fund, held at the Savoy Hotel, London.



BY APPOINTMENT TO  
HER MAJESTY THE QUEEN  
BREWERS

Drop in for a while  
at the Pub  
with a smile!



**BRICKWOODS**

'of PORTSMOUTH'



The Admiralty Board

# FIRST SEA LORD WAS AT DIEPPE AND NORMANDY

## Father commanded Glasgow at Coronel and Falklands

THE CHIEF OF NAVAL STAFF  
AND FIRST SEA LORD  
ADMIRAL SIR DAVID LUCE,  
G.C.B., D.S.O., O.B.E.

ADMIRAL LUCE became First Sea Lord when he relieved Admiral of the Fleet Sir Caspar John in August, 1963. Having started his naval career at the Royal Naval College Osborne in 1919, Admiral Luce spent many of his early years in submarines, seeing service on the Home, Mediterranean and China Stations. It was as the C.O. of H.M.S. Cachalot that he won his first D.S.O. at the beginning of the Second World War.

Later he served in Combined Operations and was Chief Staff Officer to the Naval Force Commander in the H.Q. Ship during the Dieppe raid. He was in Normandy at the time of the Allied Invasion in 1944, controlling the movements of the many hundreds of British craft which took part in the operation. He received the O.B.E. for his part in the Dieppe raid and a Bar to his D.S.O. for his leadership and bravery at Normandy. He saw the end of the war while serving in the British Pacific Fleet.

After the war he saw further sea service in command of the cruisers Liverpool in the Mediterranean and Birmingham in the Far East during the Korean War.

### FIRST FAR EAST C-in-C

Following his promotion to Flag Rank he served as Naval Secretary to the First Lord of the Admiralty and then as Flag Officer Flotillas Home Fleet. He was appointed Flag Officer Scotland in 1958 and from there he went to the Far East Station as Commander-in-Chief. He later became the first Commander-in-Chief



The Chief of the Naval Staff and First Sea Lord, Admiral Sir David Luce, G.C.B., D.S.O. and Bar, O.B.E.

of the Unified Command in the Far East in 1962.

The First Sea Lord is the professional head of the Royal Navy and

the senior serving Naval Officer on the Admiralty Board, who are jointly entrusted with running the Navy. His particular responsibility is as Chief of the Naval Staff where he superintends all aspects of naval planning and operations. This involves a responsibility not only for the day to day operational conduct and efficiency of the ships and aircraft of the Fleet but also for acquiring the new ships and weapons which will be in service, in many cases, up to the end of this century. In this he is assisted by the Vice-Chief of the Naval Staff on operations and planning and by the Deputy Chief of the Naval Staff on fighting efficiency and requirements for future weapons.

The First Sea Lord has a special position amongst the other members of the Admiralty Board in that he is consulted on all naval matters of importance, whatever the subject, and is the chief naval adviser to Her Majesty's Government.

### MEMBER OF CHIEFS OF STAFF COMMITTEE

In addition to his responsibilities for the Navy, the First Sea Lord together with the Chief of the General Staff and Chief of the Air Staff, form the Chiefs of Staff Committee under the chairmanship of the Chief of the Defence Staff. They are collectively responsible to the Government for professional advice on strategy and the military implications of our defence policy; and they are responsible to the Secretary of State for Defence for the conduct of joint military operations.

### FAMILY'S NAVAL TRADITION

Admiral Luce's family has a strong naval tradition; and his father retired as an Admiral in 1924. His great uncle commanded a ship in the Union War. As a captain, Admiral Luce's father commanded the cruiser Glasgow during the Battles of Coronel and Falkland in the First World War. Admiral Luce's younger son is also in the Royal Navy and is now serving in submarines.

Mr. Christopher Mayhew, M.P., is the Minister of Defence for the Royal Navy, and not Secretary of State (Navy), as stated in the article "The Defence Set-Up," in the March issue of NAVY NEWS.

## Navy saves the beaches

WHEN the Norwegian tanker, Nora, 8,998 tons, was in collision with the Liberian tanker, Otto N. Miller, 29,859 tons, in fog 10 miles off the Sussex coast, on March 27, both ships caught fire and thousands of gallons of oil poured on to the sea.

The oil made a huge patch nearly seven miles by three-quarters of a mile and threatened the south coast beaches.

Eastbourne and Bexhill appealed to the Royal Navy for help and two frigates, a fast motor patrol boat and six coastal minesweepers were sent to the area. The oil was sprayed with a heavier-than-water chemical which has the effect of sinking the oil to the sea bed.

A Naval spokesman at Portsmouth said that the ships had broken the back of the operation and the resorts would not now get the concentrated film of oil that they otherwise would have done.

## A FORTNIGHT UNDER THE ICE

TO test equipment and to gain further experience of operating under cold-weather conditions, and to collect oceanographic and hydrographic data, two submarines, H.M.S. Opossum (Lieut.-Cdr. W. L. Owen, R.N.), and H.M.S. Finwhale (Lieut.-Cdr. J. M. Osborne, R.N.), penetrated some 95 miles under the Arctic ice.

The two submarines left Portsmouth in February, returning on March 25, having spent most of the time submerged.

The mission was the Royal Navy's fourth under the ice. During the trip the submarines surfaced at intervals, breaking through the ice at times, and Finwhale's conning tower bore signs of her encounters with pack ice.

Although British submarines are capable of operating in any part of the oceans, freezing conditions pose extra problems, not only for the equipment, but also for the submariners themselves. Arctic clothing is issued to personnel and special precautions have to be taken to prevent equipment, such as the mast and periscopes, from freezing.

Special attention was given to the welfare of the crews—mail was dropped by R.A.F. Coastal Command aircraft, a daily news bulletin was transmitted by radio, and extra books and films were carried.

## 'One thing in common'

WHEN the Portsmouth branch of the Royal Hospital School Old Boys' Association held its annual dinner on March 6, the principal guest was Mr. John Goss, Principal of the Portsmouth Dockyard College, who stated how impressed he was that so many Old Boys from so many different walks of life should gather together to celebrate the one thing they had in common.

Lieut. J. Hodgson, R.N., a committee member, said the aim in the coming year was to increase membership. "I realise," he said, "that many old boys lose contact with the Association due to overseas service with the Royal Navy," and he asked Old Boys who are not members to send their names and addresses to Lieut. C. W. Hall, R.N. (retd.), 141 Stubbington Avenue, Portsmouth.

The Old Boys' Reunion will be held at Holbrook on June 18-19. A record number is expected to attend from Portsmouth. The high-lights of the week-end will be: sporting fixtures against the school, ceremony of Beating "Retreat," reunion dinner, annual general meeting, Old Boys leading Sunday Divisions and church service.



## EVEN GREATER POWER TO DEFEND

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Trials on land based simulators and at sea on ships of the 'Leander' and 'Nubian' class have proved the helicopter's ability to operate from extremely small landing platforms under extreme conditions of pitch and roll. Powered by a Bristol Siddeley 1050 s.h.p. Nimbus free turbine engine, with a fully castoring undercarriage specially designed for the task of landing on frigate decks in all weathers, the 'Wasp' is tailored for ship-board stowage; its folding main blades and tail unit reducing still further the stowage volume required.

Now entering service with the Royal Navy, the Westland 'Wasp' is a high performance light helicopter of advanced design which can be readily adapted to a variety of tasks including advanced training, air-sea rescue, Service liaison, casualty evacuation, reconnaissance and light freightage.



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## Relentless in winter's merciless grip

WHEN H.M.S. Relentless (Capt. A. G. Watson, R.N.), the fast anti-submarine frigate (ex-destroyer), one of the ships of the West Indies Squadron employed on duties as Bahamas Guardship, was in Bermuda recently, the ship's divers discovered a defect in one of the propellers. The only place a new propeller was readily available was Halifax, Nova Scotia, and Relentless was ordered to fit it.

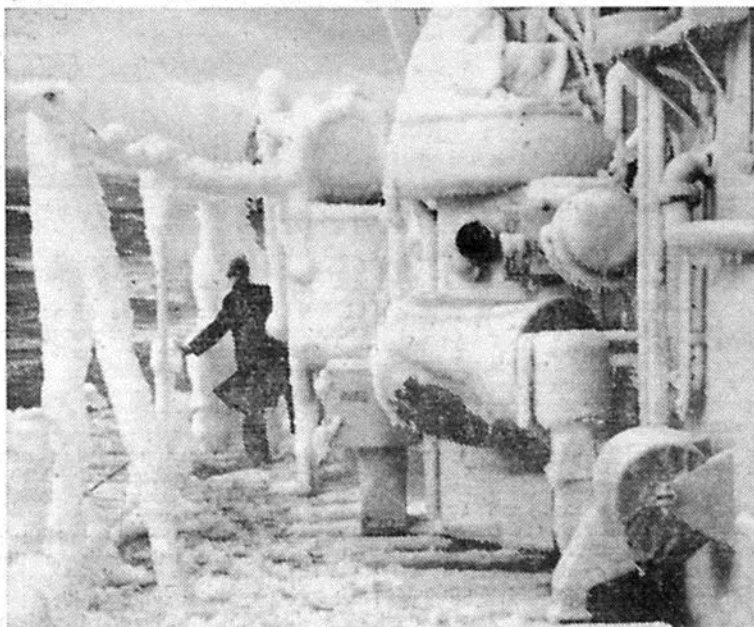
She left Bermuda on Sunday, February 21, when the sea temperature was some 76 degrees F. Thirty-six hours later, on leaving the warm waters of the Gulf Stream, the sea temperature had dropped by more than 40 degrees.

In the 18 hours steaming between the Gulf Stream and Halifax, Relent-

less shipped a tremendous amount of freezing spray and arrived at Halifax like a festooned Christmas tree. On arrival the air temperature was 60 degrees F., a drop of some 60 degrees in the two days since leaving Bermuda.

Life on a tropical station can still produce its surprises and the sailors rapidly adjusted themselves to wearing cold-weather clothing and headgear instead of their more usual shorts and sandals of the West Indies station.

It is also probably the only time in history where a ship serving on the West Indies has suffered a case of frost bite. Shipwright F. W. Parrett, who comes from Lochore, Fife, suffered frost bite on one ear while working on the forecabin as Relentless went into Halifax.



H.M.S. Relentless, like a festooned Christmas tree, on her way to Halifax, N.S. Now turn to page 5 and see men of H.M.S. Bulwark relaxing in the sun off Malaya.

### H.M.S. GRAFTON

SURVIVORS and relatives of the Seventh H.M.S. Grafton, lost off Dunkirk in 1940, are invited to write to the Commanding Officer of H.M.S. Grafton, the anti-submarine frigate, the eighth ship of the name.

It is hoped to arrange a short ceremony in the area on the 25th anniversary of the loss of her predecessor.

### Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Acting Chief Engineer Artificer:  
MX 886942 A. N. Condon, MX 902241 R. S. Cook, MX 857518 G. A. Denham, MX 889000 D. P. Harris, MX 913938 K. Mc. D. Hutchinson, MX 888615 B. Kemp, MX 913960 A. C. Moore, MX 902356 F. M. Revill, MX 61744 L. Taylor.

To Acting Chief Mechanician

(Continued in column 3)

Its a good life  
in a *Nicholls* home



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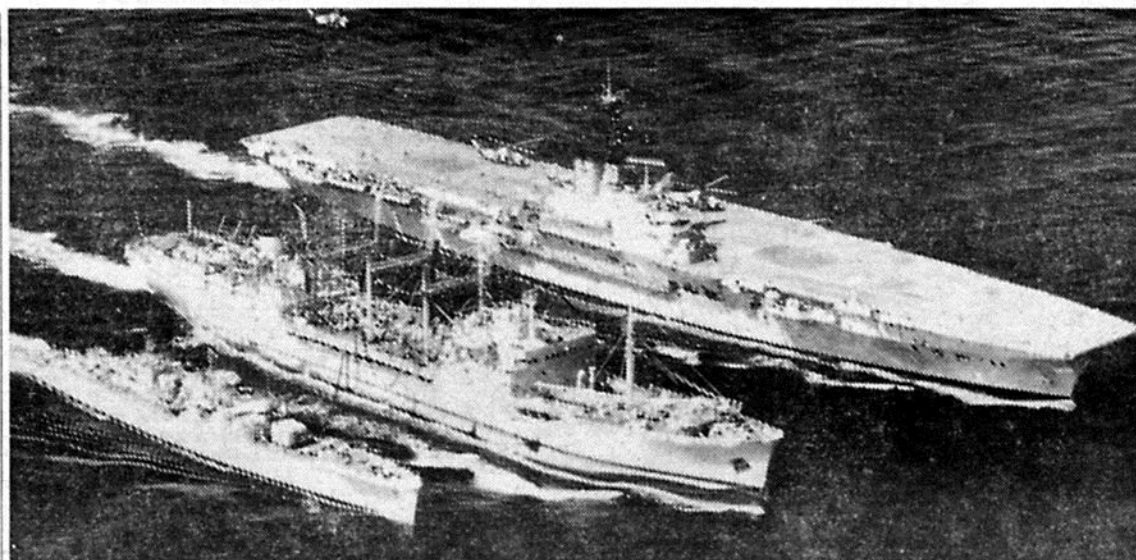
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## Juniors in Berwick soon gained their sea legs

H.M.S. Berwick returned to Portsmouth on March 12 to pay off on completion of her second commission. Originally commissioned as leader of the 5th Frigate Squadron in June, 1961, she recommissioned as leader of the 21st Escort Squadron, under the command of Capt. R. K. M. Emden, D.S.C., R.N., in April, 1963.

The first year of the commission was spent in Home Waters, although visits were made to Vigo, Lisbon and Gibraltar, and was fully occupied by fleet exercises in which Berwick normally took a leading part as Screen Commander.

The chief memory of the first year, however, is of foul weather in the Atlantic and prolonged periods spent in two or three watches. The 40 or so junior ratings who were serving in their first seagoing ship had every opportunity to gain their sea legs, as the ship rolled anything up to 40 degrees in a beam sea. Those who have never experienced it will find it difficult to imagine life in a ship which habitually rolls 20 degrees either side for days on end. Seasickness aside, it takes time to become accustomed to a topsy-turvy world in which all movable objects must be secured and at any moment one may take off from one's chair and describe a smooth arc through space, frequently followed by soup, ashtrays and crockery.

### JOINS FAR EAST FLEET

In April, 1964, the ship sailed to join the Far East Fleet. Many had eagerly looked forward to the begin-

ning of this adventure, the motive no doubt, in many cases, for joining the Royal Navy.

The passage to Singapore took five weeks, including a week at Aden and brief stops at Gibraltar, Malta and Gan.

Almost as soon as Berwick arrived on the Far East station, President Soekarno stepped up his "confrontation" of Malaysia. Any hopes of savouring the delights of Australia and such South Sea paradises as Tahiti were soon dismissed. Patrolling off the coasts of Malaysia entailed long periods at a high state of readiness.

As a reward for services rendered the Commander, Far East Fleet was able to spare the ship for three brief visits to Hong Kong. These visits gave those on board the strength to continue the task off Malaysia.

In addition to Hong Kong the ship visited Subic Bay, the American Naval

H.M.S. Berwick and the commando ship H.M.S. Bulwark being refuelled by R.F.A. Tidesurge in the South China Sea

Base in the Philippines and also the capital, Manila. The night clubs of Olangapo were much appreciated.

### VISIT TO PETRA

On the way home Aqaba, the one and only seaport of King Hussein's Jordan, was visited. There officers and men were able to visit the ancient city of Petra, "Half as old as time," carved out of sandstone in Old Testament times. Petra, normally the province of only the wealthiest tourists, was visited by a third of the ship's company. On the last day of the visit King Hussein and Princess Muna visited the ship and the ship's company played its part with distinction in representing Great Britain. Harried from one exercise to another for the best part of two years, Aqaba was a fitting final foreign visit.

Families, last seen eleven months previously, joined the ship at Spithead. After leave, "well earned" say those on board, Berwick will be turned over to a new ship's company. Those who leave the ship have every right for remembering Berwick with pride, and wish all those who serve in her in the future happy and successful commissions.

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(Continued from column 2)

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To Master-at-Arms  
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To Chief Sailmaker  
JX 371531 D. Brincombe.

To Chief Petty Officer Writer  
MX 840939 K. Mee, MX 670805 L. A. Waterman, MX 853153 J. B. Dyer.

To Chief Petty Officer Stores Accountant (V)  
MX 890630 A. G. Embley.

To Chief Petty Officer Stores Accountant (S)  
MX 876290 M. W. Tregunna.

To Chief Petty Officer Cook (S)  
MX 840312 A. Hogg.

To Chief Petty Officer Steward  
LX 896497 K. S. Anderson.

To Chief Airman (AH)  
L/FX 887014 V. M. Graves.

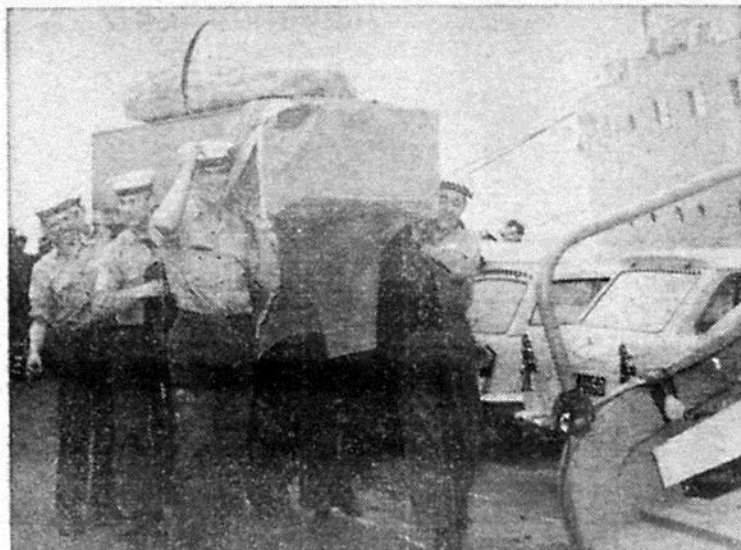
To Acting Chief Electrical Artificer (Air)  
L/FX 902224 M. Bourne, L/FX 913695 J. W. Hancock.

To Chief Electrician (Air)  
L/FX 893591 D. G. Ashford, L/FX 859891 R. W. Overy.

To Acting Chief Radio Electrical Artificer (Air)  
L/F 933628 J. M. Cooper, L/FX 913523 G. J. Llewellyn.

To Chief Wren  
J15133 Dental Surgery Attendant S. Morrison.





The "Orrible Oggie," having been led to the ship by the 2nd S./M. squadron's volunteer band about to be carried on board H.M.S. Maidstone



Capt. M. G. R. Lumby, R.N., presents the "Gory Haggis" to Capt. W. D. S. Scott

## 'Mums' battle it out

DURING the last week of February an "engagement" took place between the Submarine Depot Ships Adamant and Maidstone at Devonport. This was the first time Maidstone had visited Devonport for over eight years and the first time the two "mums" had been together since Adamant was relieved by Maidstone as the Third Squadron Depot Ship at Faslane in May, 1962.

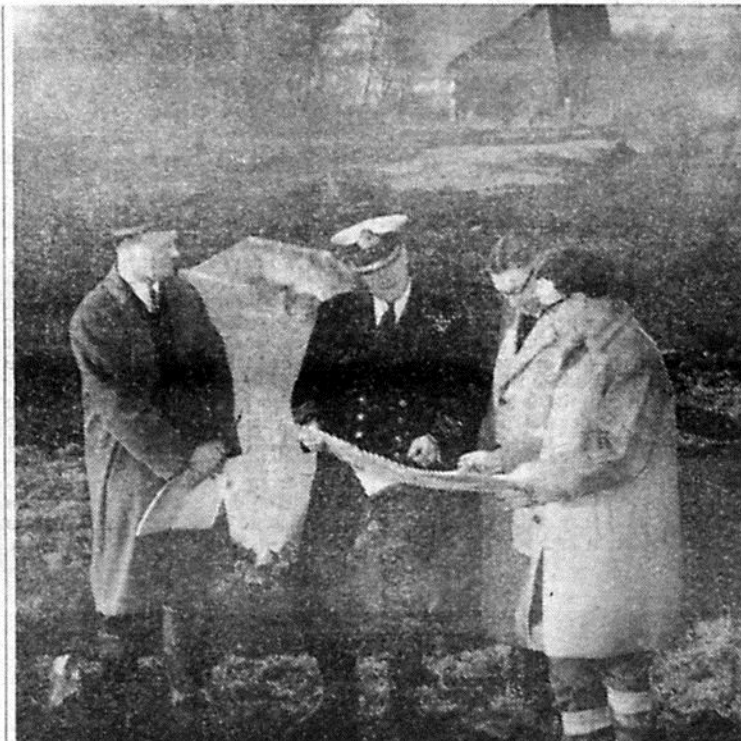
Adamant personnel were brought to "action stations" when Maidstone, two days out from her "foreign" base at Faslane, was sighted moving into enemy waters on the morning of Monday, February 22. In the guise of a friendly visitor, Maidstone was berthed within "grapeshot" range of the Second Squadron "mum," and then battle commenced—an engagement which was to last four days and during which the fortunes of war were to favour first one side and then the other.

In numerous skirmishes, lasting two days, fortune favoured the home sides. Engagements occurred in the fields of soccer, hockey, rugby, squash and "Athletics" and the "Oggies" emerged with an overall total of 20 points to the invaders' 15.

### 'HAGGIS' VERSUS 'OGGIE'

Both sides made a final bid for supremacy in the "one-upmanship" battle. A "gory haggis" was presented to Adamant, and Maidstone in turn received an outside "Orrible Oggie" which parted and ejected a missile into the air to the accompaniment of "orrible war cries. So the honours in this field were about even.

When Maidstone departed for Faslane it was agreed that a return engagement should be arranged on her home ground in the not too distant future. The "Haggis Boys" have made it quite clear that they look upon the "Orrible Oggies" possession of the Inter-Mum Trophy as purely a "temporary loan."



The site of the new H.M.S. Cochrane. Capt. J. Perks discusses the plans with the architect and the builders

## NEW COCHRANE WILL COST £250,000

A NEW H.M.S. Cochrane is being built at Hopetoun, Rosyth, overlooking the River Forth and adjacent to the Royal Dockyard. The first "on site" meeting between Mr. G. A. H. Pearce, A.R.I.B.A., Ministry of Public Building and Works, the contractors, Messrs. Farran Ltd., and Capt. J. Perks, C.B.E., D.S.C., the commanding officer of the present Cochrane, took place on February 10.

The site on which the new buildings will stand occupies some 22 acres, and though the roads will be completed this year the accommodation will not be ready for occupation until late 1968.

The new H.M.S. Cochrane, which is being built at a cost of approximately

£250,000, will be capable of accommodating 50 officers, 200 senior ratings and 620 junior ratings and will comprise accommodation blocks, two- and three-storeys high, connected by covered ways to the main dining halls. Other buildings include a sick quarters and dental surgery, recreation and quiet rooms, Junior Rates' Club, Officers' Mess and administration block with a large clock tower.

A good deal of thought and work study has gone into the design of the new accommodation buildings, which include all facilities and amenities; the furnishing will be in the most modern style and when fully ready for use will render the old accommodation ships Duncansby Head and Girdleness redundant, together with hutments which form a part of the living accommodation at H.M.S. Safeguard.



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H.M.S. Brighton, off Portland in June, 1964, just before sailing for the Mediterranean "leg" of a General Service Commission—a "leg" which took her much farther afield

## Brighton's foreign 'leg' was one to remember

### AT SEA 71 DAYS OUT OF 91

(BY OUR SPECIAL CORRESPONDENT)

**H.M.S. BRIGHTON** (Cdr. A. J. Cooke, R.N.), the "Rothesay" class anti-submarine frigate, 2,560 tons (full load), arrived at Portsmouth on March 17 for a maintenance period. She is now on the second home "leg" of a General Service Commission and later this year expects to go east again for the second foreign leg. As our Special Correspondent reports the first foreign leg was not without its moments, and it is unlikely that the second leg will be without incidents.

"Who gave you the kukri?" The speaker was an Able Seaman I had last seen in June, 1964, a few days before H.M.S. Brighton sailed from Chatham for her first overseas leg of

this commission. We stood together now in front of the trophy case on board the ship, and I explained that the kukri, in its black leather scabbard, had been a present from the 246

(Gurkha) Signal Squadron, with whom we had been affiliated whilst in Hong Kong.

"You know," he said wistfully, "I rather wish I'd had that trip now instead of being a barrack stanchion all this time."

#### TRIP TO REMEMBER

It had certainly been a trip to remember. To give us a chance to get used to white shorts, the Mediterranean sun, and pussers lemon powder, the ship spent the first three weeks operating from Gibraltar, carrying out exercises with a submarine most days. Moving on then to Malta (dghaisas with outboard motors—what a shock for the old hands!) it was not long before the first foreign visits of the commission; Nice and Villefranche in mid Summer.

"But how did you get to Hong Kong on this Mediterranean leg?" the Barrack Stanchion enquired. I thought of the Mediterranean and how the ship had been enjoying three weeks in Malta, quietly preparing for the Maltese Independence Celebrations last September, and then how the bombshell dropped. "The 30th Escort Squadron was ordered without warning 'to reinforce the Far East Fleet forthwith,'" I told him, "so we had to nip out there double quick."

#### EXCITING DASH

As I spoke I remembered how fast we'd nipped too. Within hours, within minutes almost, of being ordered from Malta to the Far East, the Squadron was on its way, with stores still being flung on the quarterdecks as the last wires were being let go. Brighton had been in the middle of a maintenance period, so sailed one day later, looking like an R.F.A. with 32 cases of stores on her upperdecks for the rest of the Squadron. Then followed an exciting 28 knot dash to Port Said to catch a Suez convoy and, on making the rendezvous with Wave Baron off Port Said, there was just about enough fuel remaining to fill the Chief Stoker's cigarette lighter.

We caught the convoy though and, at Aden, caught up with the rest of the Squadron for the seemingly endless journey to Singapore. The respite there was short, for we were soon at work on the job we had been sent out to do — incessant anti-infiltration patrols between Indonesia and Malaysia. During the 91 days away from Malta, 71 of them were spent at sea—a Squadron record. At this, the Barrack Stanchion breathed a sigh of satisfaction. But before he could look too smug, I mentioned our two runs ashore on the Far East Stations: Subic Bay and Hong Kong.

Subic Bay is the American Naval Base in the Philippines and besides making us welcome there for a weekend (good banyan country that) the Americans initiated some officers into the Philippine art of "Tinickeling." This consists of dancing between two heavy sticks of bamboo held at floor level by two Filipinos. The sticks are crashed together on the first beat of each bar of a simple waltz tune and the aim is to dance with both feet outside the sticks as they crash

together, and with both feet between them at other times—a triumph of mind over matter. And what did a few sprained ankles matter anyway? They recovered during the sea time before arrival in Hong Kong for five days' relaxation and Christmas shopping.

Both these aims were amply achieved and the ship left Hong Kong bearing Noritake china, Mikimoto pearls, squeaky hammers, and a very relaxed ship's company. In a short time though we were back on duty in the Malacca Straits for some final patrolling before returning to the Mediterranean.

#### LEBANESE HOSPITALITY

The first stop in the Mediterranean was Beirut, which had not been visited by a R.N. ship for a year. The hospitality was consequently lavish. Large numbers of officers and ratings were entertained by the local community and shown much of the lovely land of the Lebanon; a particularly popular trip being the ride over the Lebanon Mountains to the ancient city of Baalbeck which lies in the

Bekaa Valley, the original "Land of Milk and Honey."

The next item on the programme was a self maintenance period in Malta, interrupted this time only by the Christmas festivities, then Naples for five days. On this visit some people managed to get to Rome for a day, some imbibed culture at the very fine San Carlos Opera House in Naples, a few just imbibed, and several coach trips to Pompeii were run by the Italian Navy. The first of these coaches was filled with Portsmouth natives who, it is understood, spent the afternoon looking for South Parade Pier.

The thought of Italian wine seemed to bring a sparkle to Barrack Stanchion's eyes. "And after Naples," I concluded, "Chatham in January. Heaven! And of course that trip was only a preview, for we are going out East again for the second foreign leg later this year."

The Barrack Stanchion looked thoughtful. "I think I'll slap in to join you," he muttered at last.

R.K.A.

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#### Advance Announcement

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NAVY NEWS  
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# Commander-in-Chief Portsmouth to be present at laying up of No. 1 Area Standard

THE Annual General Meeting of No. 1 Area of the Royal Naval Association (London and Middlesex) was held on February 27 and a record number of delegates attended at the Union Jack Club, 25 branches being represented. There was a liberal sprinkling of visitors which included the Chairman of No. 2 Area.

From the various reports it would seem that the Area is in fine shape, in spirits and in finance. Thanks were extended to Shipmate G. W. Baxter, the editor of No. 1 Area Bulletin, the main source of income for the Area, and to Shipmates Hooker and Verth, the treasurer and secretary respectively.

Commodore Sir Roy Gill, K.B.E., R.D., was elected as President. Shipmate A. Wootton was re-elected as chairman, with Shipmate Verth as secretary, Shipmate Hooker as treasurer and Shipmate Baxter as Bulletin editor and P.R.O.

An item which was discussed with great interest was the "Laying-up" of the No. 1 Area Standard at St. Martin-in-the-Fields on Sunday, June 27. The Commander-in-Chief, Portsmouth, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., is to be the Inspecting Officer and the Royal Marine Band of the Portsmouth Command will head the Parade.

## DONATIONS TO FUND

The Hanworth branch has made a donation of £20 towards the fund set up to meet the expenses which will be incurred, and the West Ham branch has sent a first donation of £60 for the same purpose. Further donations from other branches are expected or promised and it is hoped that there will be donations from individuals as well.

It is hoped that "out-of-town" branches will send their Standards and delegations on the day of the "laying-up" and so help to make the ceremony one worthy of the occasion.

It was reported at the Annual General Meeting that Shipmate H. T. Hooker and his stalwarts had managed

to get the Wood Green and Southgate branch under way again. This brings the number of branches in the Area up to 30. Wood Green had been in "mothballs" for three years, and it was recommissioned on February 18 by Shipmate G. Nixon, the National Council Representative for No. 1 Area.

Shipmate C. H. Wheeler, M.B.E., No. 1 Area National Council Member and Welfare Officer of the Association, was presented with a clock at the dance held at Stratford Town Hall by the West Ham Branch. Mrs. Wheeler was presented with a bouquet.

## Horley to have new H.Q.

SHIPMATES of the Horley branch of the Royal Naval Association turned out in numbers for the annual general meeting and to welcome their new president, Capt. W. F. C. Wreford, C.B.E., R.N. (ret.). The meeting was held on the day of the funeral of the previous president, the late Shipmate F. Hoare.

The new president has only recently retired from the Service and admitted that he knew little of the association, but the true naval tradition flourished and Capt. Wreford soon became acquainted with his crew, engendering a confidence that he will carry on the comradeship which exists.

Last year had been an active one for the branch, and 1965 looks to be even more active. The branch is thinking of a change in its meeting place, and details will be published as soon as a decision has been reached.

## PORTLAND INFILTRATED INTO ENEMY TERRITORY

WHEN the Portland Branch of the Royal Naval Association held its Anniversary Dinner and Social Evening at a Weymouth hotel on March 20, over 90 members and friends "crossed the water" and "infiltrated into enemy territory".

The guests of honour included Capt. A. Turnbull, R.N., Chief of Staff to Rear-Admiral P. U. Bayly, D.S.C. and two Bars, and the Chairman of the Portland Urban District Council and their ladies.

It is interesting to record that the Chairman sought special dispensation in order that he might wear his chain of office away from Portland. Ninety pairs of eyes kept close watch on that "dangled" chain until it was safely back in Portland, for the branch's prize shooting team was not on duty on that occasion. They had been given a short week-end leave in recognition of their efforts.

Their efforts? The Portland Royal Naval Association have 18 wins in 18 shoots in the Dorset League and in the National League they have seven wins out of seven shoots. In the Postal Shoots between the Portland and Stevenage branches (small bore), 1964, the Portland "A" team scored 13 points to Stevenage's "A" 11 points and the Portland "B" team scored 19 points to Stevenage's "B" five points. The highest aggregates during the season were Shipmate R. E. Latta of Stevenage "A" and Shipmate D. Weeks of Stevenage "B".

## New Branch for No. 1 Area

THE inaugural meeting of the Wood Green and Southgate branch of the Royal Naval Association took place at the Nightingale, Wood Green, on March 18 in the presence of 40 shipmates and guests. The inauguration was carried out by Shipmate George Nixon, National Council representative for No. 1 Area. Also present were the Deputy Mayor of Southgate, Councillor F. S. Furneaux, M.B.E., T.D., officers of No. 1 Area, and shipmates from neighbouring branches of Enfield, Edmonton, Finsbury and Camberwell. A telegram was read from the president and council of the Association and all wished the branch a long and happy commission.

Shipmate "Tom" Edwards was elected as chairman of the branch and he announced that Lieut.-Cdr. V. O. Maskens, R.A.N.V.R., had accepted the invitation to be president of the branch. Other officers elected were:

## Royal Naval Association News

vice-chairman, F. W. Norfolk; treasurer, R. Coleman; secretary, H. T. Hooker, 20 Wauthier Close, Palmers Green, N.13; social secretary, P. W. Tombs; standard bearer, A. W. Hsley; "Jaunt" and welfare officer, F. C. M. Anderson.

The branch is already planning ahead as far as social activities are concerned and will meet at the Nightingale, Wood Green, on the first and third Thursdays in the month. It is hoped to increase membership month by month and any shipmate in the vicinity of the Nightingale in Wood Green on any first or third Thursday will receive a great welcome.

## PLYMOUTH LOOKING FOR MORE MEMBERS

THE Plymouth branch of the Royal Naval Association held its Annual General Meeting on March 9, the Chairman, Shipmate L. Gray, Vice-Chairman, Shipmate S. Babbage and the Secretary, Shipmate W. Powell, being re-elected for another term of office. Shipmate J. May, the National Chairman was elected as Club and Social Secretary.

The Accountant, Mr. Symons, reported that the finances were in a healthy state and he congratulated the Committee on its management of the club, and also the meticulous way the Treasurer, Shipmate W. Smith kept the books.

In his report the Secretary spoke of the many functions in which the Plymouth branch had taken part, but concluded by saying that it was a constant source of wonder to him that the number of members was unrealistic considering the thousands of Navy and ex-Navy personnel living in the city. He appealed to those present to do their utmost to increase the number of members.

Since Shipmate May was elected as Social Secretary he has re-introduced an old attraction, the Saturday Night Quiz and, with the Saturday and Sunday evening functions it does appear that the membership is going up.

## FUTURE FUNCTIONS

The Branch Annual Dinner is to be held at the Elfordleigh Hotel, Plympton on April 16, and Capt. T. W. Shaw, D.S.C., R.N.(ret.), commanding officer of the M.H.Q. Unit, R.N.R., H.M.S. Vivid will be the principal guest.

The "Ship's Concert Party" is busy rehearsing under its producer, Shipmate L. Ansell, for the show it is putting on shortly and the Ladies' Section is organising an Easter Bonnet competition for Easter Saturday.

The National Chairman, Shipmate J. May, and the Secretary to the

Council, Shipmate L. H. Maskell, are paying a visit to No. 4 Area from April 27 to May 2.

The Plymouth branch is to be the host for the No. 4 Area Annual General Meeting on May 1. Coaches are expected from Bristol, Newton Abbot, St. Austell, Beer and many other places. An invitation has been sent to the C-in-C, Plymouth, and it is hoped that he will be able to attend. The meeting will be followed by a Social Evening.

## No. 3 Area now has 1,371 members

WHEN the annual general meeting of No. 3 Area of the Royal Naval Association (Hants, Sussex, Isle of Wight and Wilts) was held at Portsmouth it was stated by the area secretary, Shipmate A. Legg that the membership of the area, including the over 65's and life members, was 1,371.

The area chairman, Shipmate W. Briggs, spoke of the work of the area over the year and mentioned that the trial period of holding area meetings east and west of the area had proved

## We will remember them

Shipmate George Sach, a founder member of the Cheam and Worcester Park Branch.

fairly successful and had involved very little extra expense. He said, too, that he would like to see a membership drive and looked forward to seeing younger members taking their places in the affairs of the Association.

The area president, Shipmate Capt. I. A. P. Macintyre, stated that he found the state of the area to be satisfactory and there was a strong spirit of comradeship. Capt. Macintyre brought a message from Admiral Parham, the Association's president, who hoped that all branches would do their utmost to make the 1965 reunion something of which to be proud.

The area treasurer, Shipmate W. Ball (Worthing), reported that although the balance in hand was a little lower, the area funds were still in a healthy state.

## EASY TASK FOR PRESIDENT

THE Fareham branch of the Royal Naval Association is still forging ahead and it was gratifying to the branch's officials to see a 70 to 80 per cent. attendance at meetings. It is hoped to visit other branches in the area in the near future—"after all, small ships do a lot of sea time."

The treasurer (Shipmate Gomes), was able to report that both branch social funds were in a healthy state when the annual general meeting was held. The president, Rear-Admiral Sir Kenneth Buckley, K.B.E., took the chair for the election of officers, but his task was made easy as all the officers were re-elected en bloc.

The chairman, Shipmate A. V. Newman, stressed that the branch should see new faces taking office, as some of the present officers had held their posts for a long time.

## STRANGE MENU AT SKEGNESS

WHEN the Skegness branch of the Royal Naval Association held its 14th annual dinner, most of the 100 members and guests looked enquiringly at the menu of "Sour Body, Tomato Blood or Red Lead; Seagull and Apple Sauce or Straight Bake; Misty Murphys; Gibraltar Rocks; Pussers Peas; Fruit and Eskimo Gravy; Fruit Clacker or Figgy Duff; Mouse Trap and Hard Tack; Varnish," but their enjoyment of the meal was not impaired by the somewhat obscurely named dishes.

Shipmate Toynne and his "luscious" assistant entertained everyone by pulling everything except No. 1 boiler out of a bottomless pit, by burning ten shilling notes and other magical tricks.

The fourth revue produced by Shipmate Mrs. Buck followed. This was "American Holiday" and some of the branch shipmates took part. The show entailed a number of dress changes as it proceeded through the various States from New York to Argentina. These revues have been performed over the years for various associations and charities.

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## No changes at Derby

THE annual general meeting of the Derby branch of the Royal Naval Association produced no changes in the composition of the officers and committee, and the treasurer was able to report that the accounts showed a healthy branch.

The chairman, Shipmate Cdr. G. N. Rolfe, R.N. (ret.), spoke of the lack of support at the monthly socials, on which so much of the success of the branch depended. The committee felt that the lack of support may have been because of the distance of the headquarters from the town centre, and arrangements have been made for

the use of a room with the British Legion at Haig House, Green Lane.

The branch is to hold its St. George's Day dinner at the Clarendon Hotel on April 23. Entertainment had been arranged and an enjoyable evening was promised.

Capt. D. H. Mason, A.D.C., R.N., is to be promoted to Rear-Admiral to date July 7, 1965, and to be appointed Chief of Staff to the Commander, Far East Fleet, in succession to Rear-Admiral F. B. P. Brayne-Nicholls, C.B., D.S.C., the appointment to take effect in July.

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## Dorking secretary honoured

THE secretary of the Dorking branch of the Royal Naval Association, Shipmate R. Vincent, received a pleasant surprise at the annual general meeting. In recognition of his long service to the branch, 12 years as secretary, he was made a life member, an honour he was pleased to accept.

The branch has held some successful socials and on February 28 attended Evenson at the local church.

Meetings are still held on the second Thursday of each month at the Headquarters in West Street, Dorking. The new chairman, Shipmate Clark, and all members would be delighted to see visitors.

## High Wycombe entertained by Dagenham

WHEN the High Wycombe branch of the Royal Naval Association visited the Dagenham branch recently, 83-year-old Shipmate "Jack" Pennells once again met his 1919 "Oppo," 67-year-old "Ernie" Sandells, and those two, with the shipmates of both branches, enjoyed a very happy evening.

Two Dagenham shipmates who are putting their branch "on the map" are Shipmates De Best and Burnham. Shipmate De Best recently transferred from the Elstree branch. Shipmate Burnham is in charge of an association of teenagers who see to it that old-age pensioners in the area are not forgotten.

H.M.S. Eskimo (Cdr. E. R. Anson, R.N.), the "Tribal" class General Purpose Frigate, recommissioned at Portsmouth on March 23.

H.M.S. Cambrian (Cdr. D. C. Jenkin, R.N.) sailed for the Mediterranean and the Far East on March 22.

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## A GOOD SEASON FOR NAVY HOCKEY

### Varsities defeated

NAVY Hockey has been enjoying one of its most successful seasons for many years and of the 13 games played, seven have been won, four lost and two drawn.

Against the Trojans before Christmas, which is a new fixture, the side was defeated by three goals to one. Since Christmas the Navy record has been impressive. The Hawks, a strong London side, were humbled to a 3-1 defeat and the following week, The Phantoms (from the Midlands), surely one of the youngest and best equipped sides in the country, were held to a two-all draw.

Selecting the Navy side has been no easy task for the Selectors, Cdr. Roger Midgley, Cdr. Ian MacDonald and Lieut.-Cdr. Jimmy Hamlyn. Between them, every match has been covered and all known available potential seen. Indeed, Navy Hockey is fortunate to have such three knowledgeable exponents of the game as a selection team, so forcibly strengthened by the Chairman of the R.N.H.A., Capt. Ian Jamieson. Capt. Jamieson has a formidable record as a previous Combined Services, Royal Navy and Hampshire goalkeeper. The three selectors have all played for the Navy and Combined Services with Cdr. Midgley holding the unique distinction of Olympic Representation at the game.

The return of Surg.-Lieut. Mark Blake to the side after Christmas has certainly given more "finesse" to the forward line and the experience of Lieut. Bill Ellison, Lieut.-Cdr. Eric Tonkin and Lieut. Simon Cook have been invaluable to the side.

#### SURPRISING DEFEAT

Surprisingly the side was defeated 3-1 by the Western Counties at Devonport early in February but the following day, the Navy took their revenge at Dartmouth by beating the same side four goals to one.

The two outstanding victories of the season are undoubtedly those against

the two Senior Universities. Cambridge University were beaten at Cambridge by two goals to nil. The first goal was scored by Simon Cook from a pass by Dunlop the inside right, the second from a perfectly executed penalty corner hit by Eric Tonkin. Throughout this match Ken Brown established himself as a full back of some reckoning.

At that stage of the season the Varsity sides are reaching their peak, and it was a great triumph for the Navy, when a week later, they humbled the "Dark Blues" to a one-goal defeat. The deciding goal was scored by Simon Cook from a Tonkin pass.

Not only had the Navy achieved "the double" but had given Oxford their first defeat of the term.

#### TWENTY YEARS AGO

One has to go back to 1945-46 to find the last season during which the Navy defeated both of the Universities. Cambridge were defeated 3-1 (in this game Jimmy Hamlyn played righthalf) and a week later Oxford were beaten 3-2. Since then Oxford have never been beaten until this season, although Cambridge have been defeated on a number of occasions. Two of these victories by the Navy over Cambridge are worthy of mention. In the 1948-49 match when Cambridge were beaten 3-2; Capt. Jamieson was goalkeeper, Jimmy Hamlyn righthalf and Ian MacDonald played centreforward and scored two of the Navy's goals. The 1952-53 match resulted in a 2-1 win for the Navy side, which was captained by Roger Midgley playing full back.

The present success is built on a solid defence. The experienced Bill Ellison at leftback and Eric Tonkin at centrehalf have provided the foundations on which the much improved Keith Brown at rightback,

(Continued in column 4)

## Navy wins Malta rugger cup

THE Royal Navy (Malta) won the Inter-Services Rugby Football Competition with two convincing wins against the other Services.

The first match against the Royal Air Force was played on a very wet pitch but the Navy team adapted itself well to the conditions and led at half time by six points to nil, from a good try by centre, Lieut. Crowley (Falcon), and a penalty goal by E.R.A. Andlaw (Ashton). In the second half a penalty goal gave the R.A.F. a consolation score, but the Navy team were worthy winners. Man of the match was E.R.A. Andlaw who gave an immaculate display at full back.

As the Army had beaten the R.A.F. by 24 points to 13 the final match was the decider of the competition. A very large crowd turned out at Marsa Stadium to see the match, and the naval supporters were not to be disappointed.

E.R.A. Andlaw dropped a goal from a penalty award to open the Navy's score, and this was followed by a good three-quarter movement ending in R.E.A. Stansby (St. Angelo) going over for a try which was not converted.

A further opportunist try by A.A. Weale (Falcon) and another dropped penalty goal by Andlaw completed the Navy score, with a dropped goal by the Army flyhalf as their only reply.

A fine win for the Royal Navy and very gratifying for the followers of the game in Malta to see the cup won by a well drilled fifteen.

Much of the credit for the Navy's success goes to the fine team spirit engendered by the Chairman—Capt. C. H. Hammer, M.B.E., R.N., and the Secretary—Cdr. J. S. Partington, R.N., and well maintained on the field by the team captain, C.O.A. Cantelo.

## SADDLE CLUB

INTEREST in matters equestrian is growing in the Royal Navy as elsewhere in Great Britain, and riding is now officially recognised as an authorised form of recreation along with all other forms.

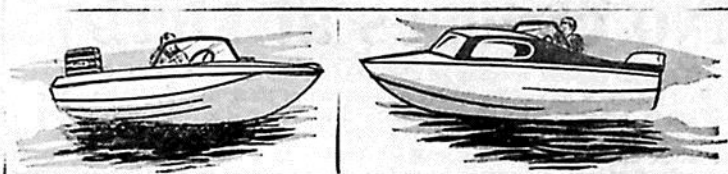
The organisation which sets out to foster equestrian sport in the Service is the Royal Naval Saddle Club, whose Headquarters is at 68, South Audley Street, London, W.1, and whose aim is to assist beginners in every way possible, endeavouring to bring all riding sports within the reach of many who would otherwise not have considered them for reasons of accessibility or expense.

Membership of this Club is open to all officers or ratings of the Royal Navy (and its Reserves), the Dominion Navies, the Royal Marines and the Women's Royal Naval Service, whether they are still serving or are retired. The annual subscription is small and the benefits of membership are wide.

This year, in addition to supporting local Naval Saddle Clubs in the United Kingdom, Gibraltar, Malta and Singapore, and to assisting members who may wish to hunt or play polo, the parent Club is, as usual, arranging programmes of racing and show-jumping.

For example, candidates are currently being sought to ride in selected races in about half a dozen point-to-points being held in various parts of the country. Similarly, candidates are also required to compete for the honour of representing the Royal Navy at the Royal Windsor Horse Show in May, and in other show-jumping events elsewhere.

None of these opportunities would be possible without the great contribution made by the "retired" element in the Royal Naval Saddle Club. A major part of the Club's funds in fact derive from those who, although past the age when they themselves are able to ride, generously continue to support the Club financially. Similarly, the racing and show-jumping programmes would hardly be possible without the time and effort devoted to them by retired members. Their reward is the knowledge that the sailor of today can still, if he wishes, readily confirm for himself that "the best thing for the inside of a man is the outside of a horse."



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#### (Continued from column 2)

Ian Pearson at righthalf and Phil Searle at lefthalf have built. In goal David Camplyn and Nick Carter have been splendid and it is difficult to choose which is the better. Up front the wingers have had their moments, but have not yet been given sufficient of the ball to help make many telling

contributions. The inside forwards have been effective and disciplined, with Mark Blake providing some delightful touches and Simon Petter continuing to show great promise. The side is led from the centre-forward spot by England trialist Simon Cook, who contrives to score most of the goals.

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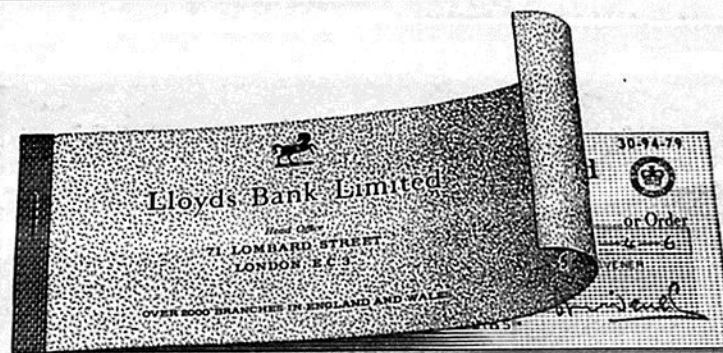
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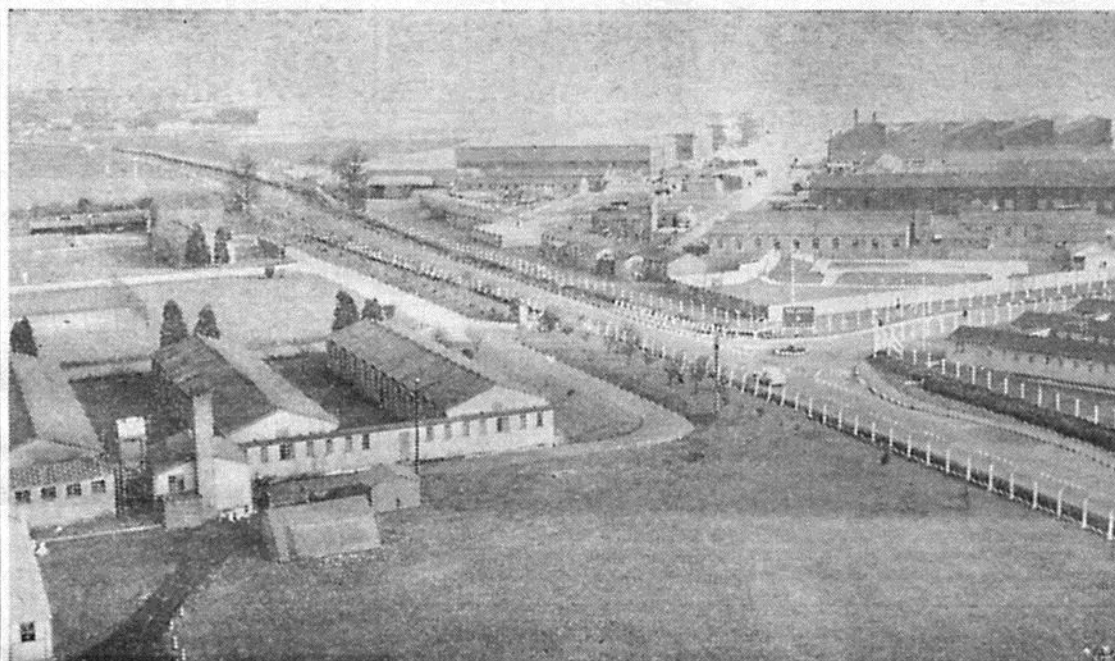
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The entrance to H.M.S. Heron, the R.N. Air Fighter School at Yeovilton

Squadron is ashore from H.M.S. Centaur and it is shortly to be joined by 890 Squadron from H.M.S. Ark Royal.

Heron Flight, the station flight, maintains a heterogeneous collection of aircraft (including the Hunters used by the Naval Flying Standards Flight) and takes care of all visiting aircraft.

The Aircraft Direction Centre trains direction officers and assists 766 Squadron and front-line squadrons when required. Direction officers are trained with Sea Venom aircraft based at Yeovilton, and flown by civilian pilots of Messrs. Airwork Ltd.

The Junior Officers' Air Course provides an air course for General List Sub-Lieutenants during their fourth year of training and also runs other officers' air acquaintance courses.

H.M.S. Heron first commissioned on

June 18, 1940, and since that date there has always been a very friendly link with the town and people of Yeovil. In December, 1961, to celebrate 21 years of friendship and goodwill, in war and peace, an 18-inch high silver heron was presented to the Mayor and people of Yeovil by the Captain, officers and men of R.N. Air Station, Yeovilton.

The then captain, Capt. W. C. Simpson, O.B.E., D.S.O., R.N., in making the presentation said: "At this station, set in the heart of Somerset, we carry out the tradition of King Arthur, only our Excalibur has a more potent thrust and is held poised over the earth by the aircrews we train here." On June 16, 1962, the station received the Honorary Freedom of the Borough and a silver casket was presented to it by the Mayor and Corporation.

### COMMANDING OFFICERS

COMMANDING Officers of R.N. Air Station since June, 1940—

Capt. H. S. Murray-Smith, R.N., 1940-1942. Capt. M. S. Thomas, D.S.O., R.N., 1942-1943. Capt. E. M. C. Abel Smith, R.N., 1943-1944. Capt. C. L. Keighley-Peach, D.S.O., O.B.E., R.N., 1944-1945. Capt. J. B. Heath, O.B.E., R.N., 1945-1947. Capt. W. K. Edden, O.B.E., R.N., 1947-1949. Capt. W. A. Adair, O.B.E., R.N., 1949-1951. Capt. R. T. Paul, C.B.E., R.N., 1951-1952. Capt. E. V. St. J. Morgan, D.S.C., R.N., 1952-1953. Capt. A. F. Black, D.S.C., R.N., 1953-1955. Capt. H. J. F. Lane, O.B.E., R.N., 1955-1958. Capt. D. B. Law, M.B.E., D.S.C., A.R.A.E.S., R.N., 1958-1960. Capt. W. C. Simpson, O.B.E., D.S.C., R.N., 1960-1962. Capt. R. H. P. Carver, C.B.E., D.S.C., R.N., 1962-1964. Capt. T. G. V. Percy, O.B.E., D.S.C., R.N., 1964

### ADMIRAL PILOTS HIMSELF

THE Royal Naval Air Station, Yeovilton, is also the "flagship" of the Flag Officer Naval Flying Training, Rear-Admiral D. C. E. F. Gibson, C.B., D.S.C., who has been associated with naval aviation since 1939.

The Flag Officer Naval Flying Training has three major tasks: the specialist training of the Navy's pilots, observers, air traffic controllers and aircrewmembers; the work-up of Front Line Squadrons before embarkation; and the administration of the Naval Air Stations at Yeovilton, Lossiemouth, Culdrose, Portland and Brawdy.

So that he and his staff can get around his diversified command easily, F.O.N.F.T. has two aircraft at his disposal—a Sea Prince, (the "barge") and a Vampire both maintained by Heron Flight, the Station's Flight.

The Flag Lieutenant to the Admiral acts also as his personal pilot, although being a qualified pilot the Admiral can, and does, fly regularly and so keeps abreast of the latest flying techniques, as does his Chief of Staff, Capt. J. D. Honywill, R.N. About half of the 18 staff officers in H.M.S. Heron are qualified aviators and it is quite normal for them to pilot themselves on duty visits.

The F.O.N.F.T. is also responsible for the operation of the Naval Flying Standards Flight, under the command of Lt. Cdr. T. E. M. Kirby, R.N., which is permanently based at Yeovilton. As its name implies the flight deals with instrument grading, standardisation, and trials and training of fixed and rotary winged aircraft. During the past year it has also taken over the grading of Qualified Flying Instructors (Q.F.I.s.) and is now responsible for flying standards throughout the Service.

### FRONT-LINE AIRCRAFT

THE Navy's front-line aircraft include the two-seater Buccaneer, a long-range strike aircraft built to fly fast and low in order to avoid detection by enemy radar and so to achieve surprise. It can carry nuclear or conventional weapons.

Although primarily carried for defensive purposes, the two-seater Sea Vixen all-weather fighter can also be used to attack ship or land targets with a variety of weapons ranging from 2-inch rockets to a nuclear bomb.

The single-seater Scimitar strike fighter has a terrific rate of climb and is very fast at low level. It can be used in defence of the Fleet by day. It can carry 32 3-inch rockets or four 1,000-lb. bombs or a nuclear weapon.

Originally used as an anti-submarine aircraft, the three-seater Gannet was redesigned and is now equipped for airborne Early Warning.



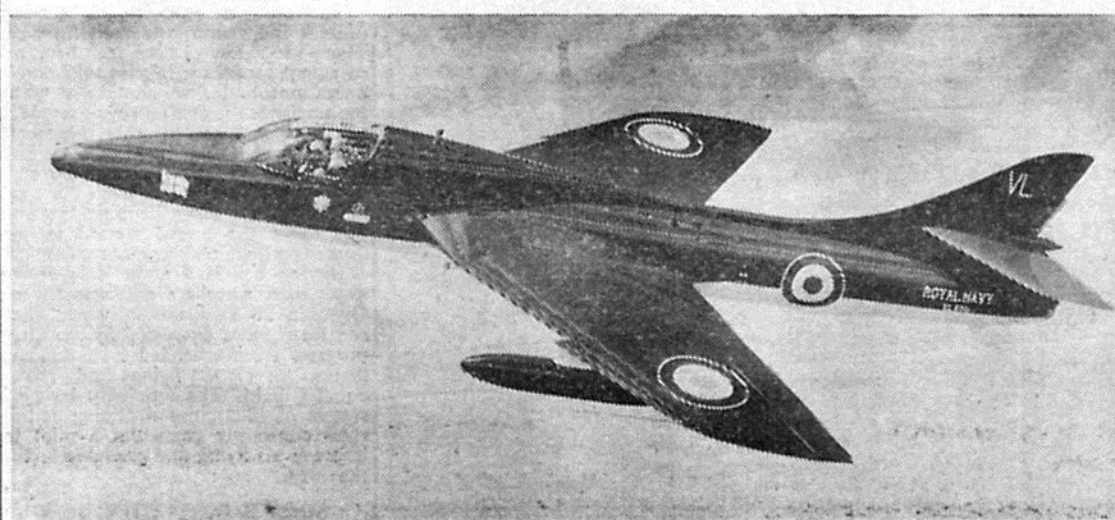
Capt. T. G. V. Percy, O.B.E., D.S.C., R.N., Commanding Officer, R.N. Air Station, Yeovilton

The many and varied functions carried out at Yeovilton mean that the air station is a very busy airfield, which is normally open for some 16 hours out of the 24. This period is extended at times, particularly when operating as a diversion for carriers operating within range.

Chief among the functions at R.N. Air Station Yeovilton are the following, and these keep the 2,000 officers and men "on their toes."

The Naval Fighter School, 766 Squadron, trains pilots and observers for the Sea Vixen squadrons of the Fleet. Their course lasts 21 weeks and includes a large proportion of night flying.

The front line Sea Vixen squadrons form and work up here and the station supports them in every possible way when they are disembarked from their parent carriers. At the moment 892



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The primary task of the Squadron is to complete the operational training of new students, both pilots and observers, in the fighter role. The young pilots arrive, having finished basic flying training in Jet Provost aircraft at R.A.F. Linton-on-Ouse, and advanced flying training in Hunter aircraft at R.N. Air Station, Brawdy, and join 766 Squadron for an intensive course of day and night flying in Sea Vixens. The observers complete basic navigational and jet familiarisation training in Sea Prince and Venom aircraft at the Observer School, R.N. Air Station, Halfar, Malta, before arriving to "crew-up" with their pilot counter-parts for the 18-week course in 766 Squadron.

## VERY HIGH STANDARD

The syllabus provides training in all the varied roles of the Sea Vixen, including High and Low Level Interception techniques, Long Range Strike, In-flight refuelling, and Ground attack with rockets and bombs. The emphasis is laid on crew co-operation and self-reliance, and a very high standard is required, the aim being to turn out Front-Line All-Weather crews ready in all respects to join their squadrons embarked, usually in the Far East.

Aircrew experienced in other aircraft types often require to be converted to the Sea Vixen and the Fighter role, and the Squadron provides special courses to suit their requirements. In addition, aircrew who have been in non-flying appointments, and are in need of refresher flying on type, are given short courses before going on to join their new squadrons.

## CATAPULT TRAINING

Despite the intensity of this training, it is still a very big step for new aircrew to be catapulted off a carrier somewhere in the middle of the China Seas, after flying around the familiar skies of Somerset: thus, all crews go to the Royal Aircraft Establishment at Bedford for some catapult launching experience and, whenever time and circumstances permit, the course is

rounded off with some deck landing practice on a carrier in the Channel.

Time never stands still in 766 Squadron and with such a varied and intensive task to fulfil the maintenance work of the squadron goes on 24 hours a day, seven days a week. A very high serviceability rate must be maintained for the squadron task to be achieved. That it is so maintained reflects great credit on the men and women (for the squadron is very proud of its W.R.N.S. Mechanics), who always ensure that the target is reached.

**VISIT THE FLEET  
AIR ARM MUSEUM  
COVERING FIFTY  
YEARS OF  
NAVAL FLYING**



Wren Linda Head, one of the more attractive members of 766 Squadron, seated in the cockpit of one of the planes she has helped to service

## BEAUTIFUL WINDOWS OF THE STATION CHURCH

THE most striking feature of the Station Church at R.N. Air Station, Yeovilton, is its new stained glass windows. These were given on the occasion of the disbanding of 700 Squadron and as a mark of appreciation of its achievements during 21 years of unbroken commission. They were dedicated by the Bishop of Taunton in April, 1964, to mark the completion of new work on the church. The money subscribed came from various leading firms in the aircraft industry and from appreciative individuals.

The windows are divided into three separate sections: the centre depicts the Ascended Christ, triumphant over the Cross and death; the right section contains a W.R.N.S. officer and rating, with a Sea Vixen Mark 1 on the runway at Yeovilton, and the left window shows a pilot and a firefighter, with an operational aircraft carrier at sea.

The recent extension made to one

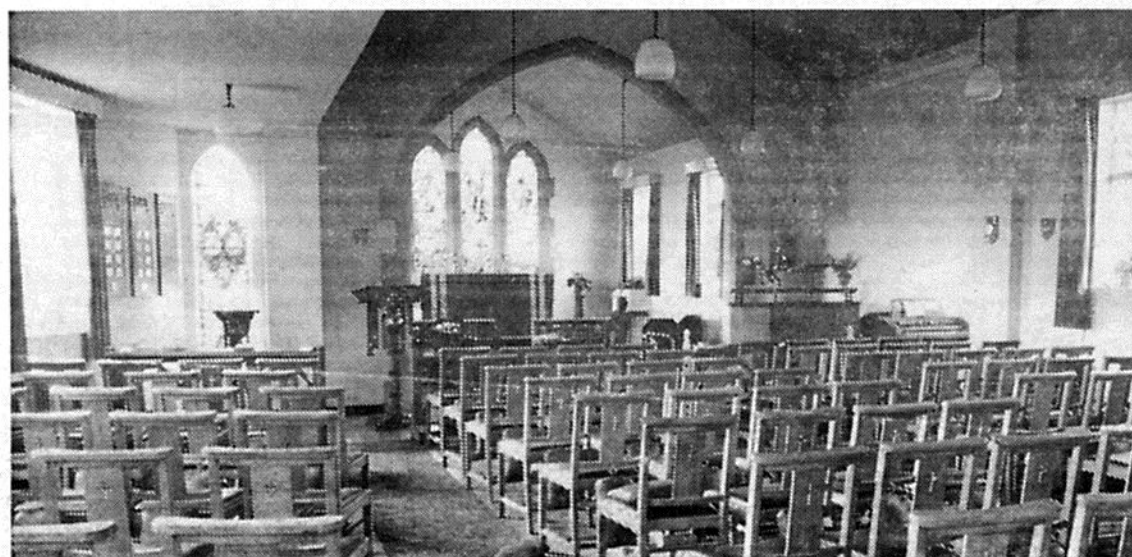
side of the existing building gives it a "delta-wing" appearance on one side, as well as providing the much-needed 70 extra seats, but it also raises the hope and possibility that a further extension will prove necessary on the other side, to complete the balance and symmetry.

The church plays an active and important part in the life of the Station, and working the Sunday Services on

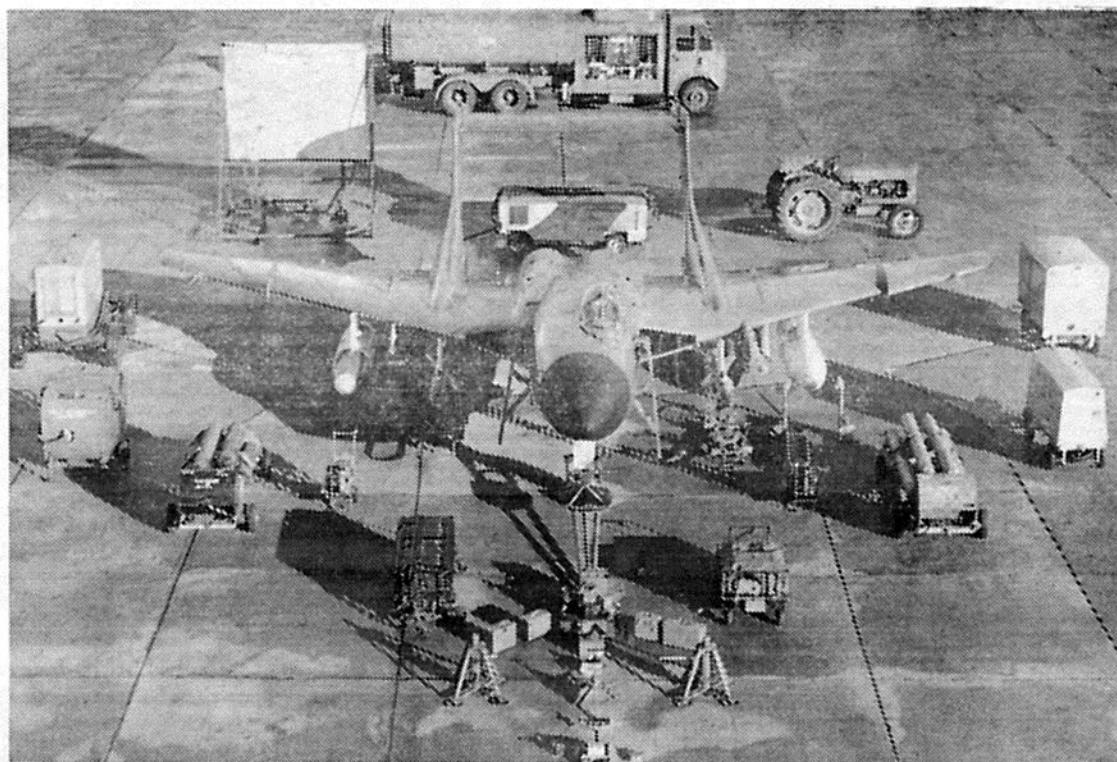
a voluntary squadron and departmental basis is proving successful. With the five-day week now in operation, the congregation is primarily composed of naval families from the near-by married quarters and the caravan site, providing a most helpful and friendly atmosphere. The Sunday School, staffed entirely by volunteers, is held in the local Y.M.C.A. near the church and goes from strength to strength. A Scout Group and Cub Pack are shortly to be added to the existing Brownies.

## GIFTS

Recent gifts to the church include a silver chalice and paten, and other items have been promised as permanent memorials to those who had served at R.N. Air Station, Yeovilton, and since been killed.



The interior of the Station Church of St. Augustine, showing the new stained glass windows



The vast amount of ground equipment necessary to keep modern aircraft in tip-top condition is clearly indicated in this picture of a Naval Sea Vixen All Weather Interceptor Fighter pictured at the Naval Fighter Station at Yeovilton

## Beating gravity without an engine

THROUGHOUT the week at Yeovilton the sky is full of high-powered aircraft and the noise of their engines often makes thought and speech impossible. At the week-ends another team of enthusiasts takes over the airfield and for them flying is not fast or noisy.

The Heron Gliding Club operates three club and two privately owned aircraft. Yeovilton is an excellent soaring site with good weather conditions for much of the year. These give rise to the "thermals" which keep a glider airborne and in which it can climb. Although a grass airfield is preferable for gliding the upcurrents generated on a warm day by the runways, hangars and buildings more than compensate for the difficulties they add to glider operations.

At Yeovilton the gliders are launched by one of three methods. First, by an aerotow from the station Tiger Moth; gliders are normally towed up to 2,000 ft. from which height they can search for rising air or "lift." Next comes the motor tow; the club recently bought an American F100 pick-up with the generous help of the Nuffield Trust. This vehicle has a big engine and an automatic gearbox and tows the glider about 1,200 ft. into the air on the end of some 1,500 ft. of steel wire. Thirdly, the gliders are launched by winching them up in much the same manner as a motor tow. With these three methods available it is possible to keep the club aircraft flying most of the day.

## SOLO IN TWO MONTHS

There are two training aircraft, the Slingsby T21 and T31. They are both equipped with dual controls and simple instrumentation and in these aircraft many club members have learned to fly. It takes between 30 and 40 launches to reach the stage of flying solo, if you are of average aptitude, and fewer if you have flown before. So a keen student, flying only at week-ends, can be solo within two months of first taking to the air.

The club is open to all serving officers and ratings and their families. There are a few civilian members, all of whom contribute much to the club's operations and give continuity when the scythe of the drafting cycle removes an active and key member. Members from neighbouring establishments and commands are welcome and the club is often visited by pilots from Portland and Plymouth. Flying fees are low and one saves the petrol wasted in the queues on Britain's summer roads!

Having acquired some solo flying experience, members graduate to the Olympia 2b sailplane in which they can learn more advanced flying. They progress from extended local soaring flights to cloud flying and cross-country flights. The cunningly designed system of international gliding certificates constantly persuades a pilot to improve his flying and graduate to the next step.

## SOCIAL ACTIVITIES, TOO

On the airfield the Club Head-

quarters is a mobile crewroom which is driven to the launch point at the start of the day's flying. It has been fitted out with a desk for the timekeeper, storages for equipment, cooking facilities and easy chairs for use when all aircraft are airborne and soaring! It is altogether a comfortable Clubroom which doubles as a control tower.

At other times gliding is a sport in which everyone participates. Apart from the obvious jobs of winching and tow-car driving, gliders have to be positioned at the launch point for each flight and any amount of excess energy can be worked off pushing gliders! It's a social outfit, too. The Club has had some magnificent Skittle Runs during the winter and often a gliding film is shown before the skittles match begins. At the last annual dinner Mr. John Fielden, the current National Champion, was the club's principal and most welcome guest.

The Heron Gliding Club is looking forward to a good season in 1965. If you like the idea of beating gravity without an engine and joining in the fun why not pay the Heron Gliding Club a visit?

## HERON FLIGHT SERVICED 3,000 AIRCRAFT IN ONE YEAR

THE multitude of tasks carried out by Yeovilton's Station Flight, the Heron Flight, is as varied as the types of aircraft which may be seen on the Station's line.

During the past year, for instance, the Flight serviced or maintained some 3,000 visiting aircraft. Sometimes these arrived singly, sometimes in squadrons; sometimes by prior arrangement, sometimes unexpectedly. They visited Yeovilton for all sorts of reasons, but chiefly because it is the most conveniently situated airfield for carriers embarking or disembarking aircraft, and because the station flies the flag of the Flag Officer Naval Flying Training. In addition Yeovilton is the most suitable and convenient venue for "show window" air displays.

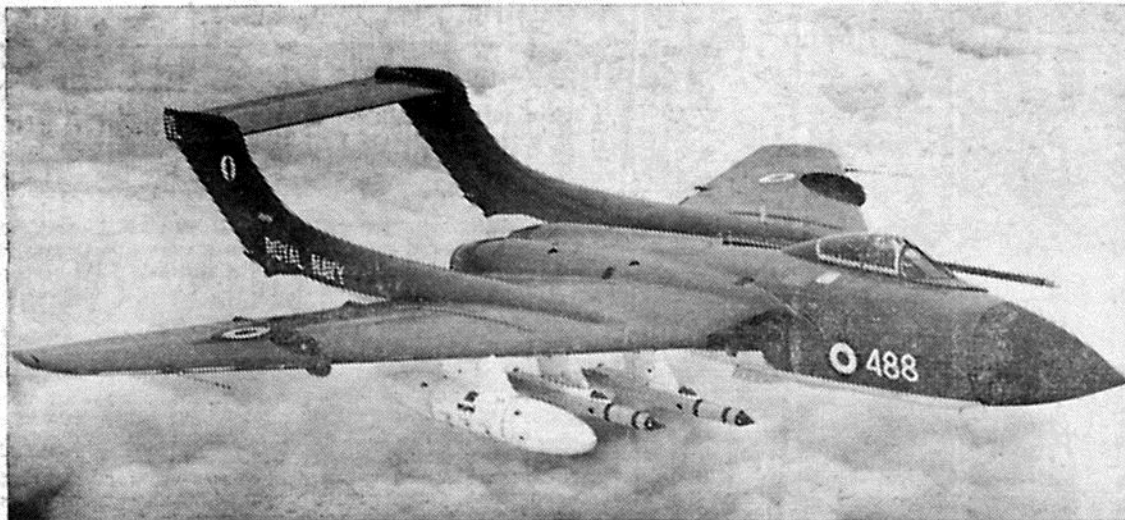
The Heron Flight's own fleet of aircraft comprises four Hunter T.8s, two Sea Princes, a Vampire and one Whirlwind helicopter. In addition, and perhaps most interesting of all, is the Fairey Swordfish, the only example of that famous and venerable machine still flying today. During the summer months its crew work flat out to satisfy a heavy programme of air displays throughout the country.

## FLYING "BARGES"

One Prince and the Vampire are maintained primarily as "barges" for the Admiral and his staff, but the aircraft as a whole are available for continuation training, for instrument flying by Naval Standards Flight, and for communications.

The one and only Whirlwind assumes the role of "maid of all work."





A Sea Vixen, the Naval All Weather Fighter, of 766 Squadron, armed with Firestreak air-to-air missiles

## SEA VIXEN SQUADRON HAS SERVED IN FOUR CARRIERS IN SIX YEARS

FIRST commissioned in July, 1942, under the command of Lieut. R. G. French, R.N., at Norfolk, Virginia, 892 Squadron flew Grumman Wildcat aircraft, this first commission lasting a little over a year and the squadron seeing service in the escort carriers H.M.S. Battler and Archer, being employed principally on anti-submarine convoy escort duties.

The squadron re-formed in April, 1945, with Grumman Hellcats and trained in the night fighter role at R.A.F. Drem. The last six months of this commission were spent in the Far East embarked in H.M.S. Ocean and the squadron disbanded after returning to the United Kingdom on the completion of hostilities.

There followed a period of nearly ten years in "limbo" before the squadron re-formed in July, 1955, at its present home, the R.N. Air Station, Yeovilton, with de Havilland Sea Venom aircraft. At the beginning of this commission the squadron embarked in H.M.S. Albion for a Mediterranean and Far East tour. Later, in H.M.S. Eagle, they took part in the Anglo-French intervention at Suez in November, 1956, where they were employed principally in their ground attack rôle, although they were at constant readiness to defend the Fleet should any air opposition have been encountered. Shortly after this the squadron paid off at Yeovilton.

### NO GUNS, BUT . . .

In November, 1958, "Y" Flight of 700 Squadron was formed as an intensive flying trials unit for the new Naval All-Weather Fighter, the de Havilland Sea Vixen. This aircraft, with which the squadron is still equipped, was a development of the D.H.110, and is a high-performance, two-seat fighter, armed with Firestreak air-to-air guided missiles, and two-inch unguided rockets. It was the first fighter aircraft to dispense altogether with gun armament, and recent modifications enable it to carry a variety of bombs and Bullpup air-to-ground missiles.

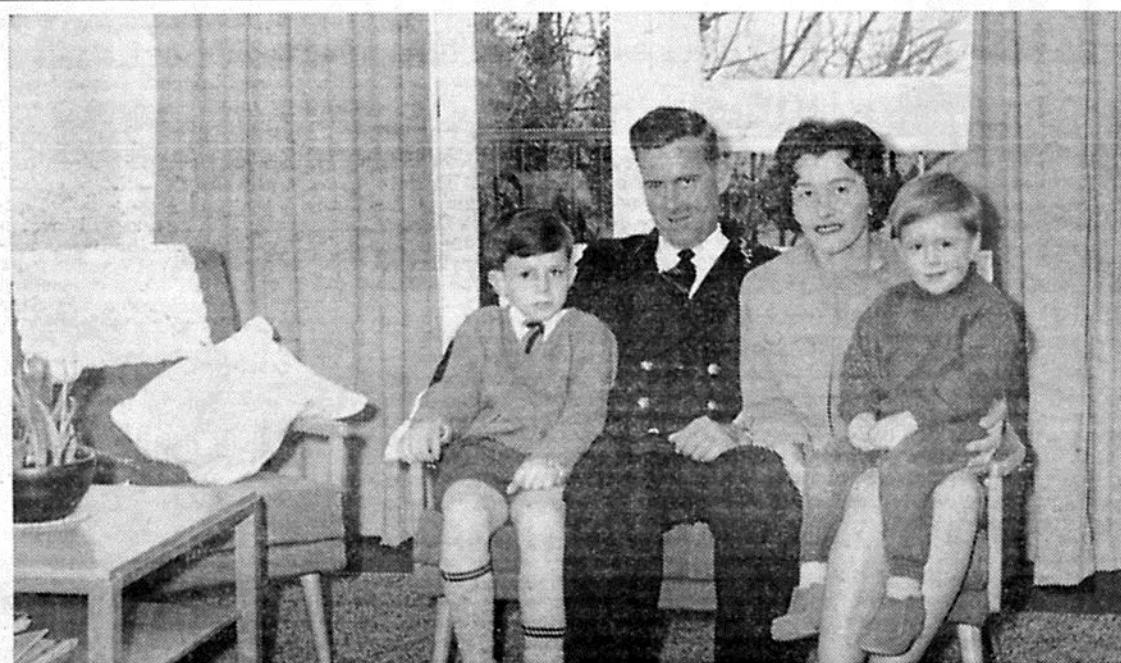
No. 700 "Y" Flight, which became the newly commissioned 892 Squadron in July, 1959, was commanded by Cdr. M. H. Petrie, R.N., who had also commanded the third commission of the squadron four years previously. Since 1959 the squadron has been, with short breaks for leave and modification programmes, continually at sea, first in Ark Royal and later in Victorious, Hermes and Centaur.

### OPERATIONS LAST YEAR

During the past year the squadron has operated in the Far and Middle East embarked in H.M.S. Centaur. Operational highlights of the cruise were the covering of the Royal Marine landings in Tanganyika in January and a number of live strikes against the Radfan rebels in June. During the latter part of the year the squadron was principally concerned with being at readiness to resist any increase in the Indonesian confrontation of Malaysia.

With the ship, the squadron visited Aden, Singapore, Hong Kong, the Philippines, Madras and Mombasa, where a highly successful disembarkation to Nairobi was enjoyed.

The squadron is at present at Yeovilton, but expects to embark in H.M.S. Centaur shortly for service—possibly in the Mediterranean.



C.P.O. and Mrs. Roy Webb, and their two children, Christopher (7) and Philip (3), make themselves thoroughly at home in their new Married Quarter

## Non-aviators learn about the Fleet Air Arm

THE current training schedule for Seaman General List officers sends its fourth-year pupils on a round of technical courses as Acting Sub-Lieutenants, during which they visit the various schools, Gunnery, T.A.S. and Navigation, etc., to learn the fighting side of their chosen profession.

The pupils spend four weeks with the Fleet Air Arm undergoing the Junior Officers' Air Course (J.O.A.C.), and occupying a building in R.N. Air Station, Yeovilton, second only in magnificence to Air Traffic Control. During the course they do a lot of travelling, ranging from Lossiemouth in the far north to Culdrose in the

extreme south west. Naturally, since they are on an Air Course, they do this commuting by air, in Herons of 781 Squadron, the Navy's communication squadron.

One of the aims of the course is to give a balanced and up-to-date picture of the Fleet Air Arm—and that can't be done by just sitting in a classroom, no matter how magnificent. So the aircraft and facilities of each Air Station in turn are used and lectures in the various arts and crafts of present-day flying are given by practising aviators at Lossiemouth for strike, Culdrose for Commando helicopters, Portland for A/S helicopters, Brawdy for Airborne Early Warning in the Gannet, which carries a radar set in its vast belly, and the parent station, Yeovilton, for the fighters.

### LOTS OF FLYING

The flying is not confined to the Heron. During their four weeks the Subs fly in the swept wing jet Hunters, in which they do rocket firing and low level strikes, Venom fighters for interceptions, Whirlwind helicopters for Air/Sea Rescue, the Gannet for Air Scouting, and both Commando and Anti-submarine Wessex helicopters. Total flying time averages out at about eight hours apiece in operational aircraft and twelve hours in the Heron.

In addition to the Sub-Lieutenants courses, short courses and day visits are run for foreign and Commonwealth Officers, V.I.P.s, and W.R.N.S. Officers—in fact, it is becoming a centre at which non-aviators can learn about the Fleet Air Arm for, alas, despite all the publicity, there still seems to be a lack of appreciation of the other fellow's job between those who fly and those who don't.

Rear-Admiral Sir Joseph Henley, K.C.V.O., C.B., is to be placed on the Retired List to date April 14, 1965.

## MATCHLESS WRENS ON DIRECTION SCHOOL STAFF

DIRECTION Officers carry out practical training in the art of controlling aircraft at the Aircraft Direction School, which moved to Yeovilton from Kete in 1961.

Training courses last six weeks and each student obtains a minimum of 55 aircraft control hours.

The School is an integral part of the Air Department although closely associated with H.M.S. Dryad.

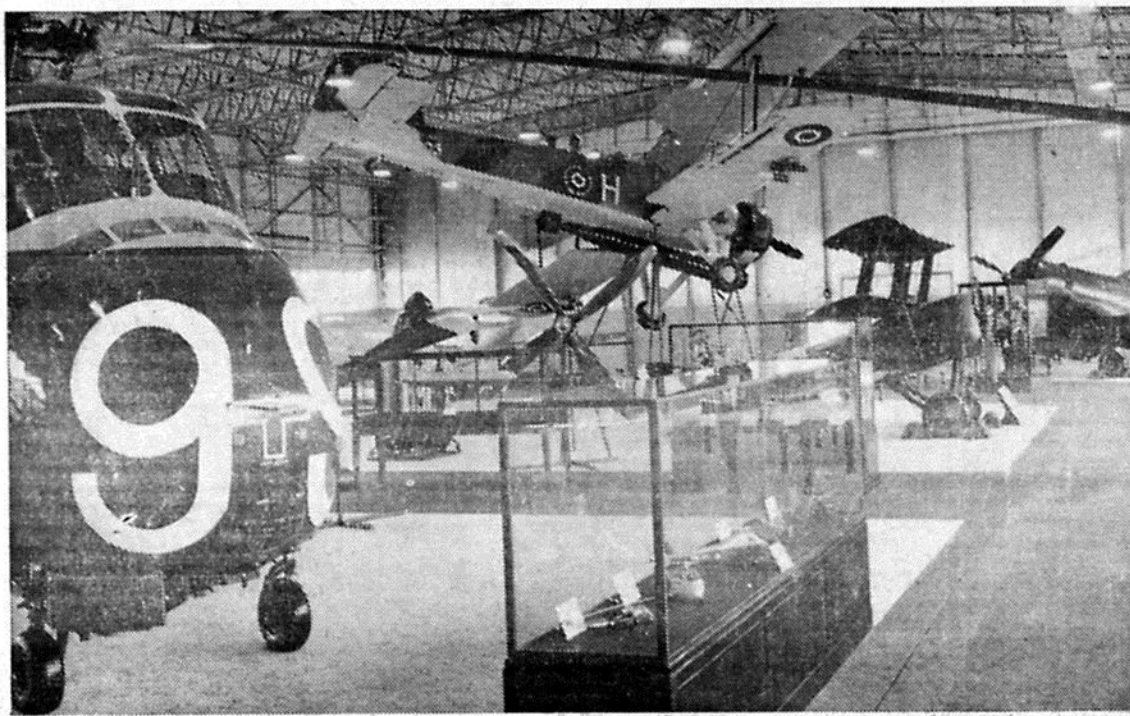
Targets for the school are provided by Sea Venom aircraft operated by Airwork Services Ltd., who average a total of some 3,000 flying hours per year.

Besides aircraft direction training the School provides training facilities for the Naval Fighter School and continuation training for front-line fighter squadrons while ashore. Thus the staff of five officers and 13 matchless Wrens are kept hard at it.



One of the more attractive "birds" from the Aircraft Direction School

## Fleet Air Arm Museum



The Fleet Air Arm Museum at Yeovilton, with a Swordfish aircraft, suspended from the roof, holding pride of place. On the left is a Whirlwind helicopter. The aircraft in the far background is a Corsair, and the strange-looking craft in the rear of the glass case in the middle foreground containing scale models, is a Sopwith triplane. Other aircraft in the museum are a Seafury, a Seafire, a Martlet and an Attacker. An article on the museum appears on page 4





A junior ratings' dining hall. The Navy has come a long way from the rough tables and benches, but its men still eat chips—with vinegar!

## TWENTY YEARS AFTER

### Amenities for all sorts and conditions of men

A YOUNG man who joined R.N. Air Station, Yeovilton, for the first time some 20 years ago would have been met with a similar vista of hangars and single-storey brick huts as one who joins today, but the interiors of the buildings in those far off days would have been as dismal as the exteriors. A barn of a mess hall with long tables and benches, a sparsely equipped hut as a mess deck, with iron bedsteads and hair mattresses, a N.A.A.F.I. canteen of Spartan proportions selling equally Spartan coffee, buns and "Nuttie" on ration.

Today, although the buildings are substantially the same, the interiors and the amenities are vastly different. The mess halls and associated cafeterias are painted in bright colours, and the barn-like appearance of the old days is broken up by wrought-iron trellis work interwoven with indoor evergreen shrubs. Small tables and chairs replace the old benches and the food is as good and varied as that served in any popular restaurant.

#### A TYPICAL MENU

A typical day's menu looks like this: Breakfast—Cereals, Bacon, Egg and Tomatoes. Dinner—Soup, choice of Roast pork, Spanish Omelette, Veal and Ham pie, Lancashire Hot Pot, or Salad. Choice of four veg. Cheese and biscuits. Peaches and cream or Jam roll and custard. Tea—Cheese and biscuits. Supper—Soup, choice of Lamb chop and egg, or Chicken and mushroom pie, or Liver and Bacon. Choice of four veg.

To provide this sort of service Sy Lieut. (V) E. Froude, R.N. (of Plymouth), and his staff of 80 ratings, Wrens and civilians, work a four-watch system throughout the week.

The mess decks all have a small separate ante-room fitted according to the mess members' taste—which can be very varied. Each man has a comfortable interior sprung mattress and an individual bed light—well, why not?—they have them in the Brigade of Guards. There is also plenty of locker space in which to keep the many civilian suits now so necessary for the well-dressed Jack ashore. There is a little room for uniform, too.

#### FIRST-CLASS CLUB

The N.A.A.F.I. Canteen has given

way to the Heron Club—one of the first of its kind in the Royal Navy. This club, light and delightfully decorated, has full restaurant and bar facilities. The carpeted lounge is the equal of any hotel lounge, and is a place where one is proud to take one's lady guests. The club has a billiard room, cocktail bar and two typical Somerset Skittle Alleys. There is a large modern dance hall, with an excellent stage, which is in use several evenings each week.

For the sailors who do not seek the company of the many charming Wrens at Yeovilton, or who want to get away from the wife for a few minutes—and there are some who do—there is a "Men only" bar which would be the pride of many a club.

What else is there at Yeovilton? The church has been mentioned elsewhere in these pages, but it should be mentioned that there is also a simple Roman Catholic chapel, the Nissen hut exterior of which belies the quietly attractive interior.

#### OTHER AMENITIES

The Yeovilton gymnasium is really the most versatile place—trampoline, station plays, annual Christmas pantomime, current affairs lectures, main payment, sale of Christmas trees, and children's parties, to name some of the many activities which take place therein. From the gymnasium to the playing fields and pasture lands not used by aeroplanes, where not only humans can be seen chasing around after balls of different shapes and sizes, but also the horses which make up the saddle club can be seen grazing—and what next?—the shouts of "Baa Baa Black Sheep" neatly grazing the bomb dump grass and "snort snort" of pigs from the pig

farm on the very far side of the airfield.

The station Y.M.C.A. is open for T.V., table tennis, pin machines and a canteen morning and evening. The Boys' Club and Brownies meet once a week there and there is a Church Fellowship when this does not take place in the church itself.

The glamorous gliding club functions nearly all the year and there is go-karting from time to time, sub-aqua club all the year round (how tough can one get?), expeditions and canoeing and sailing at Portland where a few boats are kept for the station. There is fishing, too, where it is said even trout can be had, in the local River Yeo.

What other attractions? There are lovely country strolls in any direction to the old country inns of Somerset, which very nearly all have skittle alleys and where all have the local beverage of scrumpy.

Distances? Bristol, Bath and Weymouth in an hour.

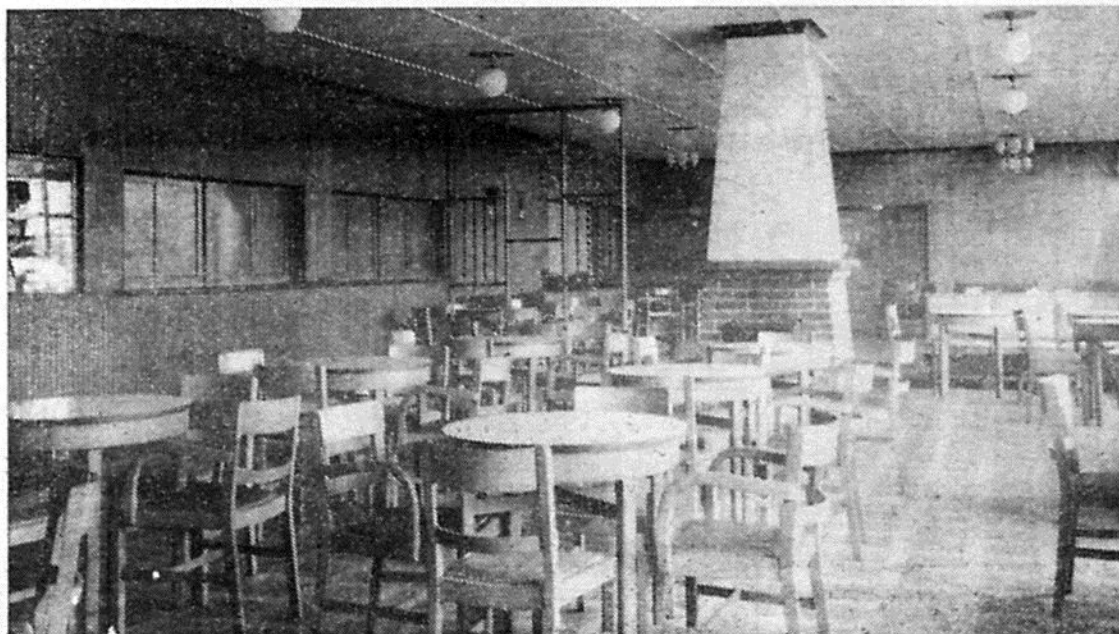
#### MANY MARRIED QUARTERS

It is good to be able to record that Yeovilton is a naval establishment with almost enough married quarters to cope even with a large population of families from the front line fighter squadrons for whom Yeovilton is the base. The quarters are situated in two groups—the large in Ilchester and the other in Yeovil, where the Navy has bought 97 houses and 12 flats on a new civilian estate at Thorne Lane.

Plymouth Command won the Navy Boxing Championships at Portsmouth on March 25, with the Royal Marines coming second, Portsmouth Command third and Air Command fourth.

## Yeovilton Air Day SAT., JULY 3

Meet the Fleet Air Arm  
and the  
Blue Angel Aerobatic Team



Canteens, too, have changed! An interior view of the main bar of the Heron Club. Through the door at the back of the picture is the lounge

# Naval flying during fifty years

THE Fleet Air Arm Museum was opened by the Duke of Edinburgh on May 28, 1964, on the occasion of the Fleet Air Arm Review to celebrate 50 years of Naval Flying. That afternoon the museum was visited by 4,585 people. When the museum closed for the winter on October 4, 1964, the number of visitors totalled 33,518.

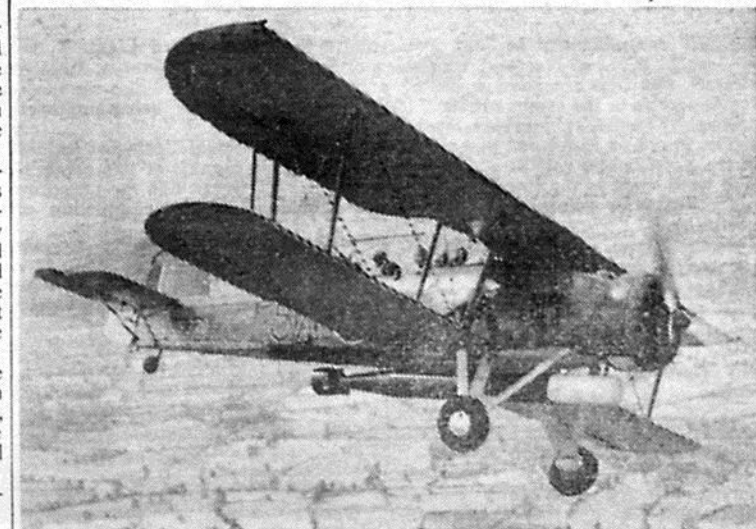
It was in the summer of 1963 that the idea of a museum was born. During this summer, a small public enclosure was opened at Yeovilton to allow the general public passing along the A303 to stop and watch the Fleet Air Arm at work and witness the flying. In order to make it more interesting, the then Commanding Officer (Capt. R. H. P. Carver, C.B.E., D.S.C., R.N.) proposed that the three old historic aircraft (Seafire, Martlet and Swordfish) on the station should be placed on view adjacent to the public enclosure.

Putting the aircraft in the open produced problems over maintenance so it was decided to place them under cover in a hangar. From this grew the idea of a museum to cover the full fifty years

let, Seafire, Seafury, Attacker and Whirlwind. The Sopwith was lent by the R.A.F. and had to be returned when the museum closed for the winter, but a Walrus will shortly take its place. However, the Swordfish, heroine of Taranto, takes pride of place and, suspended from the roof of the hangar with dummy crew, greets the public as they enter.

As popular as the "real" aircraft, and possibly even more so, is a truly magnificent collection of 1/24th-scale models of nearly all the important Naval aircraft which have served with operational fleets. These are supported by numerous photographs showing the development of naval aviation.

Photographs and carrier models show the development of deck landings



The historic Swordfish—the "Stringbag"—still flying in 1965. The one shown above is in constant demand throughout the summer months for demonstration flights at various air displays

of Naval Aviation, whilst impetus was given to the idea with the news that the 50th anniversary of the Royal Naval Air Service was to be celebrated by a Royal Review in May, 1964.

Although considerable planning was possible during the next few months no really firm start could be made until Admiralty approval for the project was received on February 14, 1964. From then until the official opening was only 15 weeks but with an immense amount of help from museums, manufacturers, ships, air stations and private individuals, the museum was ready for the official opening on May 28.

#### AIRCRAFT AND MODELS

Aircraft on display were the Swordfish Corsair, Sopwith Triplane, Mart-

whilst flying clothing, armament, engines and documents provide additional exhibits.

The support shown by members and ex-members of the R.N.A.S. and F.A.A., or their relations, in lending or donating personal items, some of major historic interest, has been heartening and, at times, quite touching. Seldom a week passes without an offer being received from someone who has visited or has heard of the museum. Maybe a crest, possibly a bomb or, as occurred recently, when a gentleman of 79 forwarded an intriguing collection of photographs of the various airships between 1914-19. He had served in the R23 and in the R.N.A.S. for eight years and when visiting the museum had observed with pride a photograph of the R23 in one of the showcases.

## THE QUEEN'S COLOUR



The Queen's Colour of the Fleet Air Arm arrives at Yeovilton from Lossiemouth—by air—naturally